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Hudson et al.

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(54) **METHOD FOR CONTROLLING MOTOR OPERATION USING INFORMATION CHARACTERIZING REGIONS OF MOTOR OPERATION**

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(60) Provisional application No. 60/622,968, filed on Oct. 29, 2004.

(51) **Int. Cl.**
B25J 9/16 (2006.01)
G05B 19/18 (2006.01)

(52) **U.S. Cl.**
USPC **318/568.11**; 318/400.15; 318/432; 318/434

(58) **Field of Classification Search**
USPC 318/568.11, 400.15, 432, 434
See application file for complete search history.

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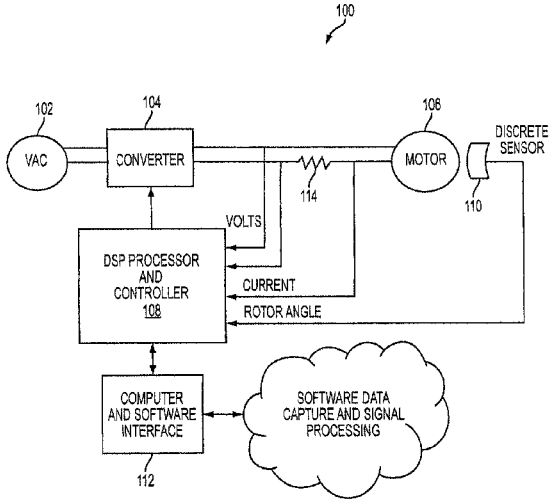
Primary Examiner — Erick Glass
(74) *Attorney, Agent, or Firm* — NSIP Law

(57) **ABSTRACT**

A method for collecting operational parameters of a motor may include controlling the energization of a phase winding of the motor to establish an operating point, monitoring operational parameters of the motor that characterize a relationship between the energization control applied to the motor's phase winding and the motor's response to this control, and collecting information of the operational parameters for the operating point that characterizes the relationship between the applied energization control and the motor's response. The collected information characterizing the relationship between the applied energization control and the motor's response may be employed by a neural network to estimate the regions of operation of the motor. And a system for controlling the operation of motor may employ this information, the neural network, or both to regulate the energization of a motor's phase winding during a phase cycle.

18 Claims, 17 Drawing Sheets



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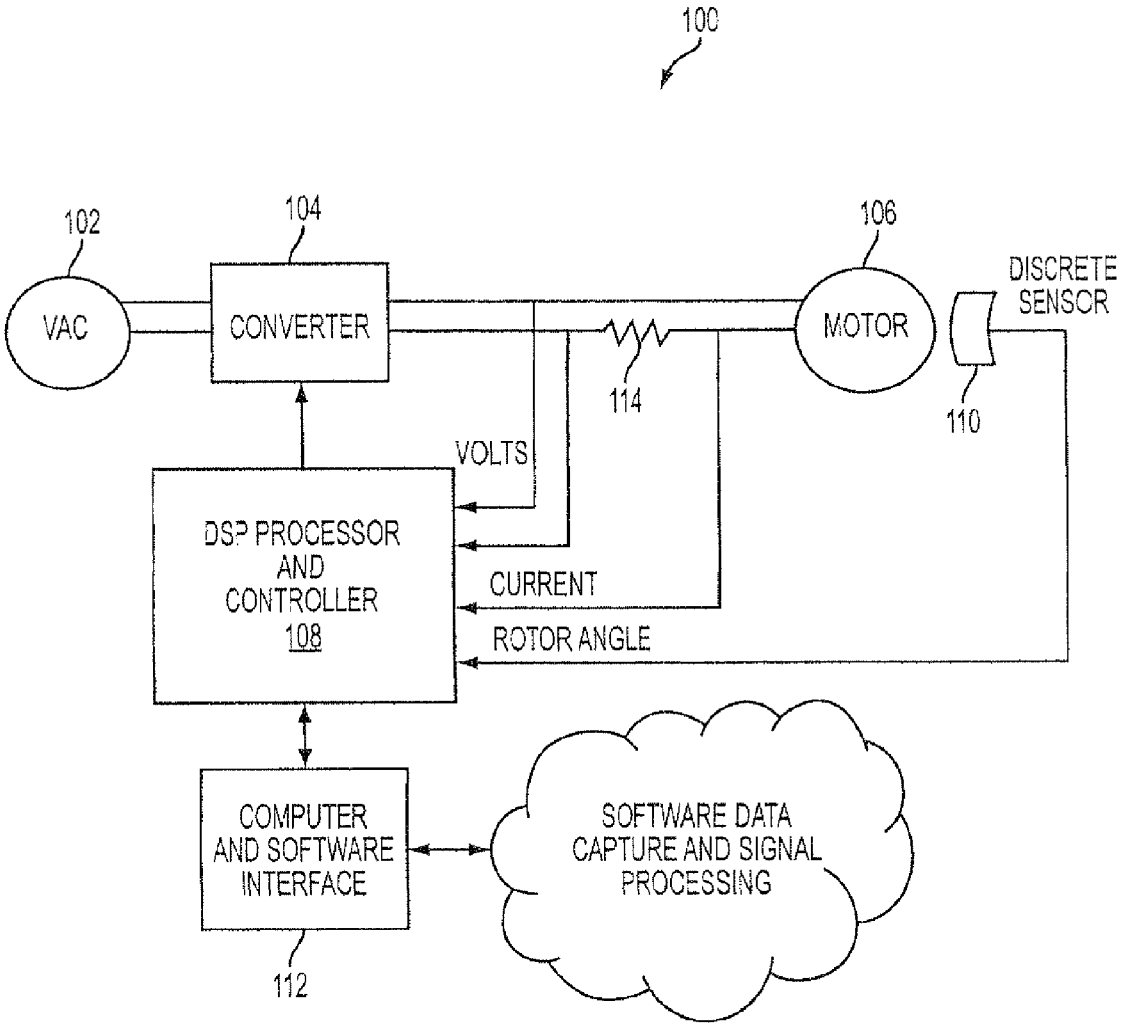
100
102
104
106
VAC
CONVERTER
MOTOR
DISCRETE SENSOR
114
110
VOLTS
DSP PROCESSOR AND CONTROLLER 108
CURRENT
ROTOR ANGLE
COMPUTER AND SOFTWARE INTERFACE
SOFTWARE DATA CAPTURE AND SIGNAL PROCESSING
112

FIG. 1

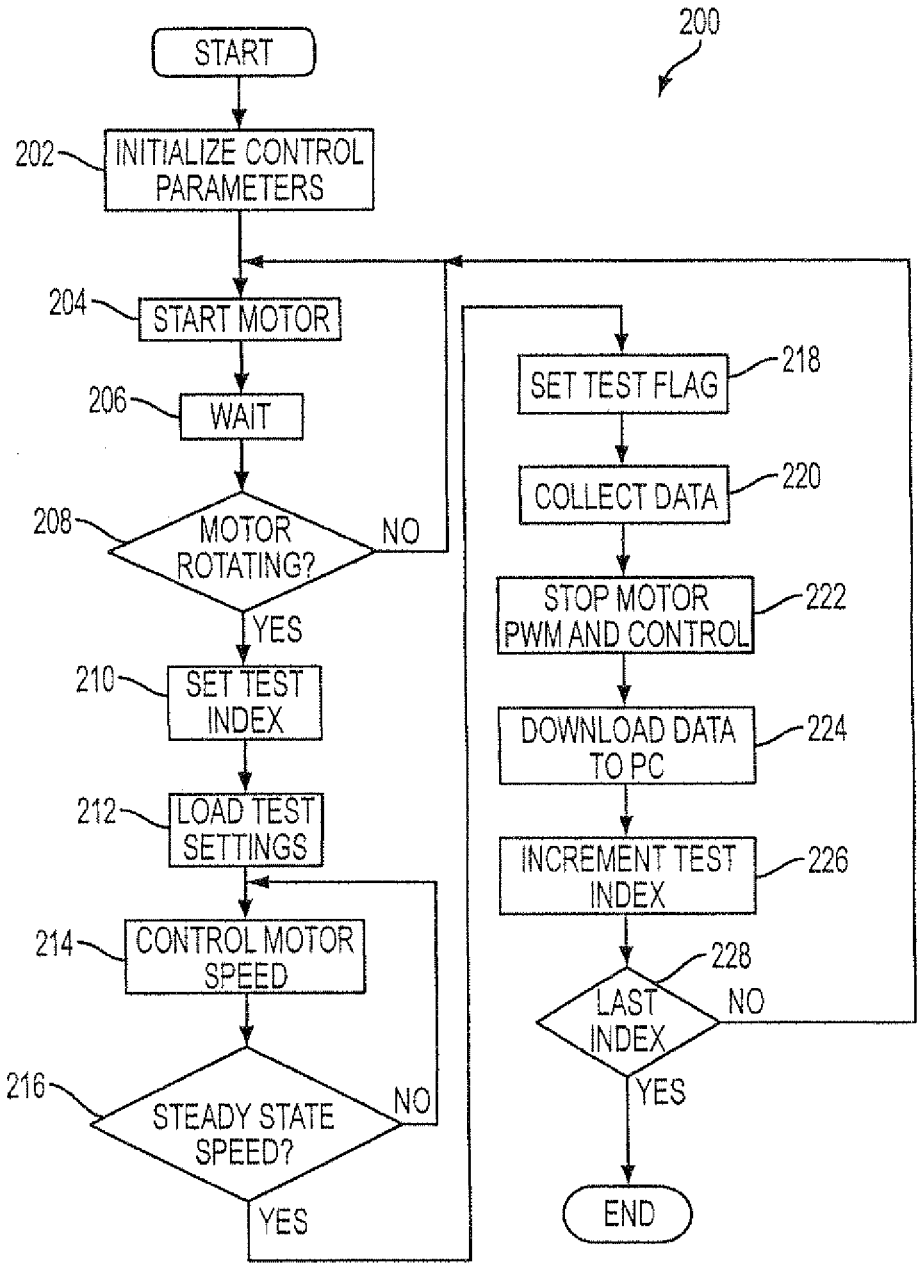
200
START
202
INITIALIZE CONTROL PARAMETERS
204
START MOTOR
206
WAIT
208
MOTOR ROTATING?
NO
YES
210
SET TEST INDEX
212
LOAD TEST SETTINGS
214
CONTROL MOTOR SPEED
216
STEADY STATE SPEED?
NO
YES
218
SET TEST FLAG
220
COLLECT DATA
222
STOP MOTOR PWM AND CONTROL
224
DOWNLOAD DATA TO PC
226
INCREMENT TEST INDEX
228
LAST INDEX
NO
YES
END

FIG. 2

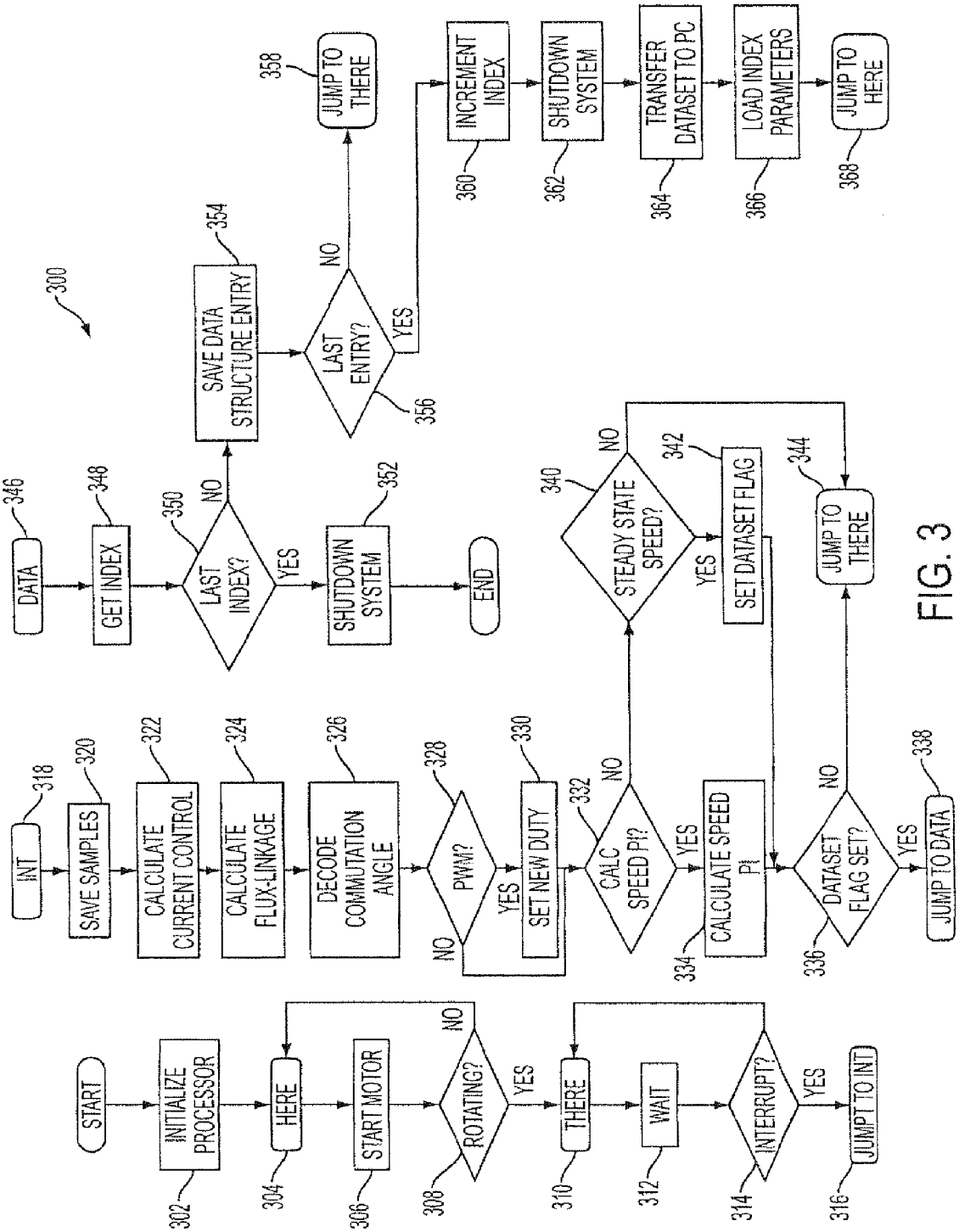
300
START
INITIALIZE PROCESSOR
302
HERE
304
START MOTOR
306
ROTATING?
308
NO
YES
THERE
310
WAIT
312
INTERRUPT?
314
YES
JUMP TO INT
316
INT
318
SAVE SAMPLES
320
CALCULATE CURRENT CONTROL
322
CALCULATE FLUX-LINKAGE
324
DECODE COMMUTATION ANGLE
326
PWM?
328
NO
YES
SET NEW DUTY
330
CALC SPEED PI?
332
NO
YES
CALCULATE SPEED PI
334
DATASET FLAG SET?
336
NO
YES
JUMP TO DATA
338
STEADY STATE SPEED?
340
NO
YES
SET DATASET FLAG
342
JUMP TO THERE
344
DATA
346
GET INDEX
348
LAST INDEX?
350
NO
YES
SHUTDOWN SYSTEM
352
END
SAVE DATA STRUCTURE ENTRY
354
LAST ENTRY?
356
NO
YES
JUMP TO THERE
358
INCREMENT INDEX
360
SHUTDOWN SYSTEM
362
TRANSFER DATASET TO PC
364
LOAD INDEX PARAMETERS
366
JUMP TO HERE
368

FIG. 3

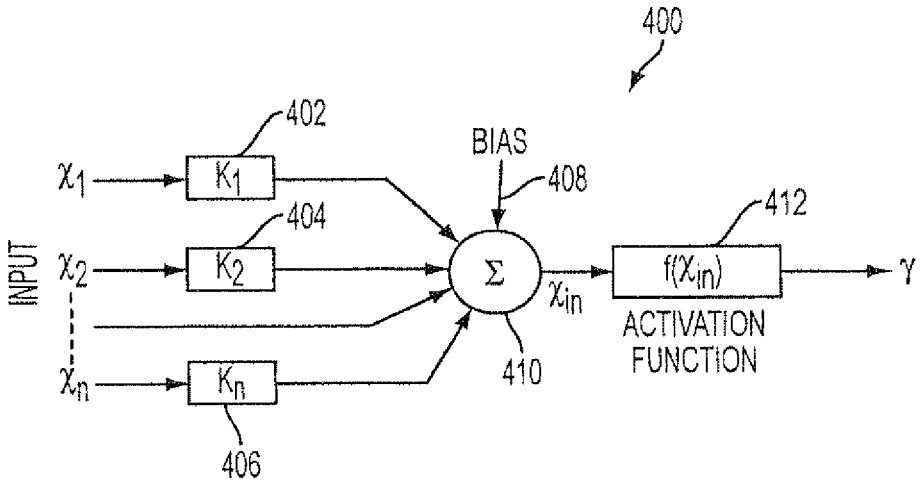

FIG. 4
RELATED ART

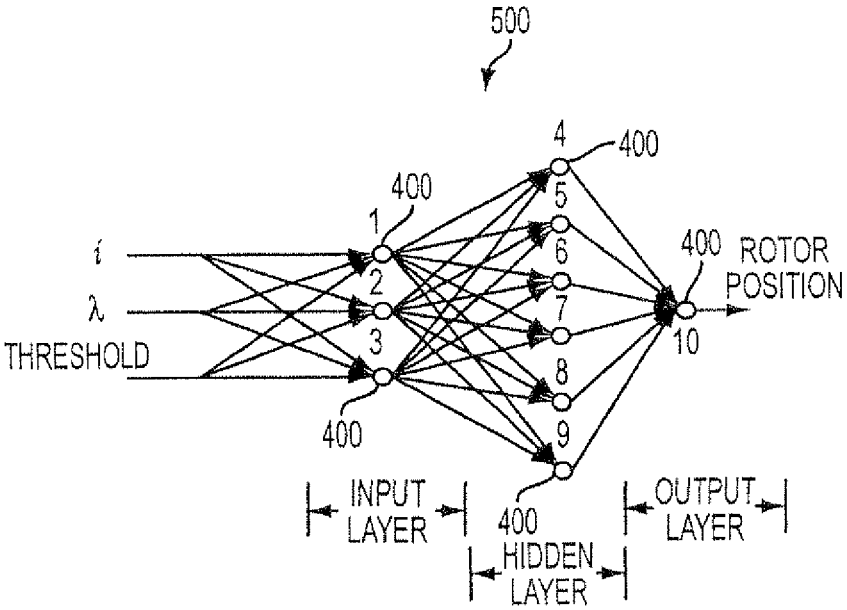

FIG. 5
RELATED ART

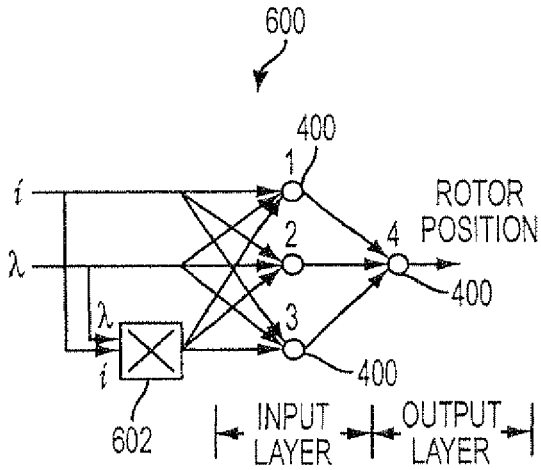
600
400
1
i
λ
2
4
ROTOR POSITION
400
λ
3
i
400
602
INPUT LAYER
OUTPUT LAYER

FIG. 6

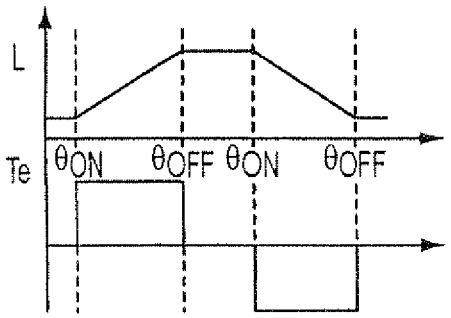

FIG. 7

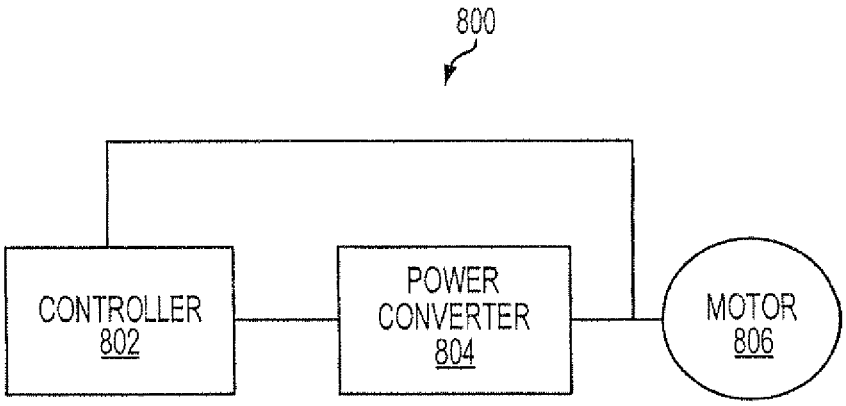

FIG. 8

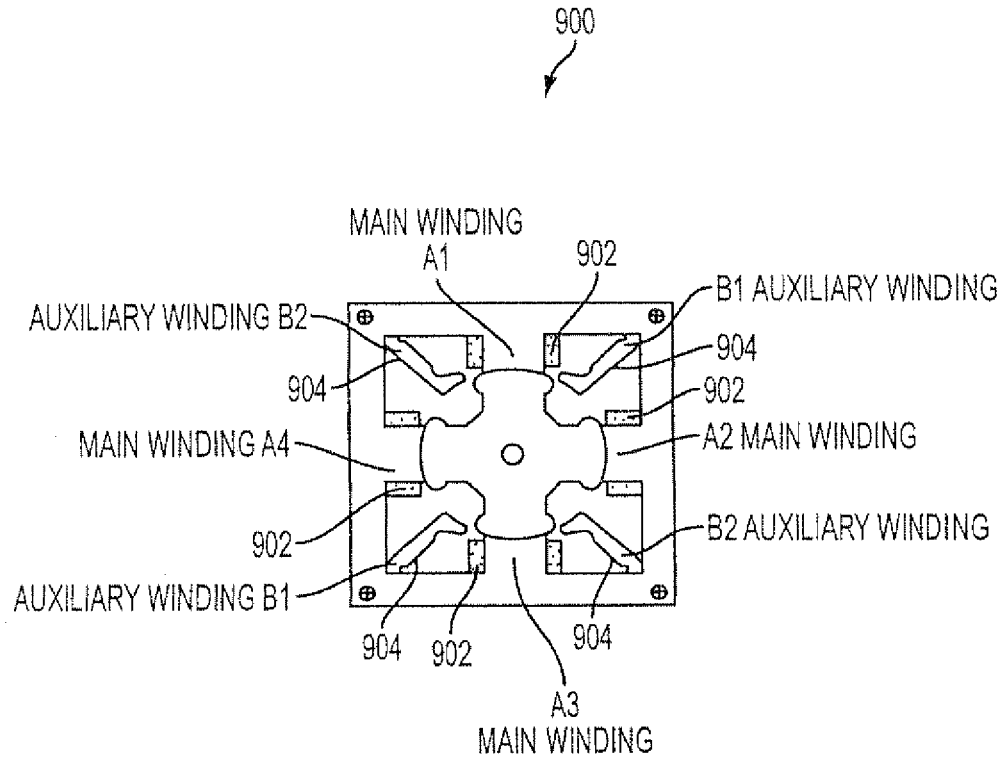
900
MAIN WINDING A1
902
B1 AUXILIARY WINDING
AUXILIARY WINDING B2
904
904
902
MAIN WINDING A4
A2 MAIN WINDING
902
B2 AUXILIARY WINDING
AUXILIARY WINDING B1
904
902
904
A3 MAIN WINDING

FIG. 9

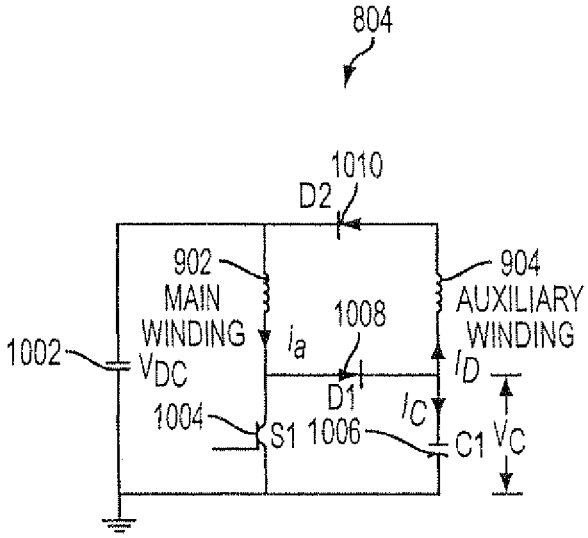
804
1010
D2
902
MAIN
WINDING
1008
904
AUXILIARY
WINDING
1002
V_{DC}
i_a
i_D
D1
1004
S1
i_C
1006
C1
V_C

FIG. 10

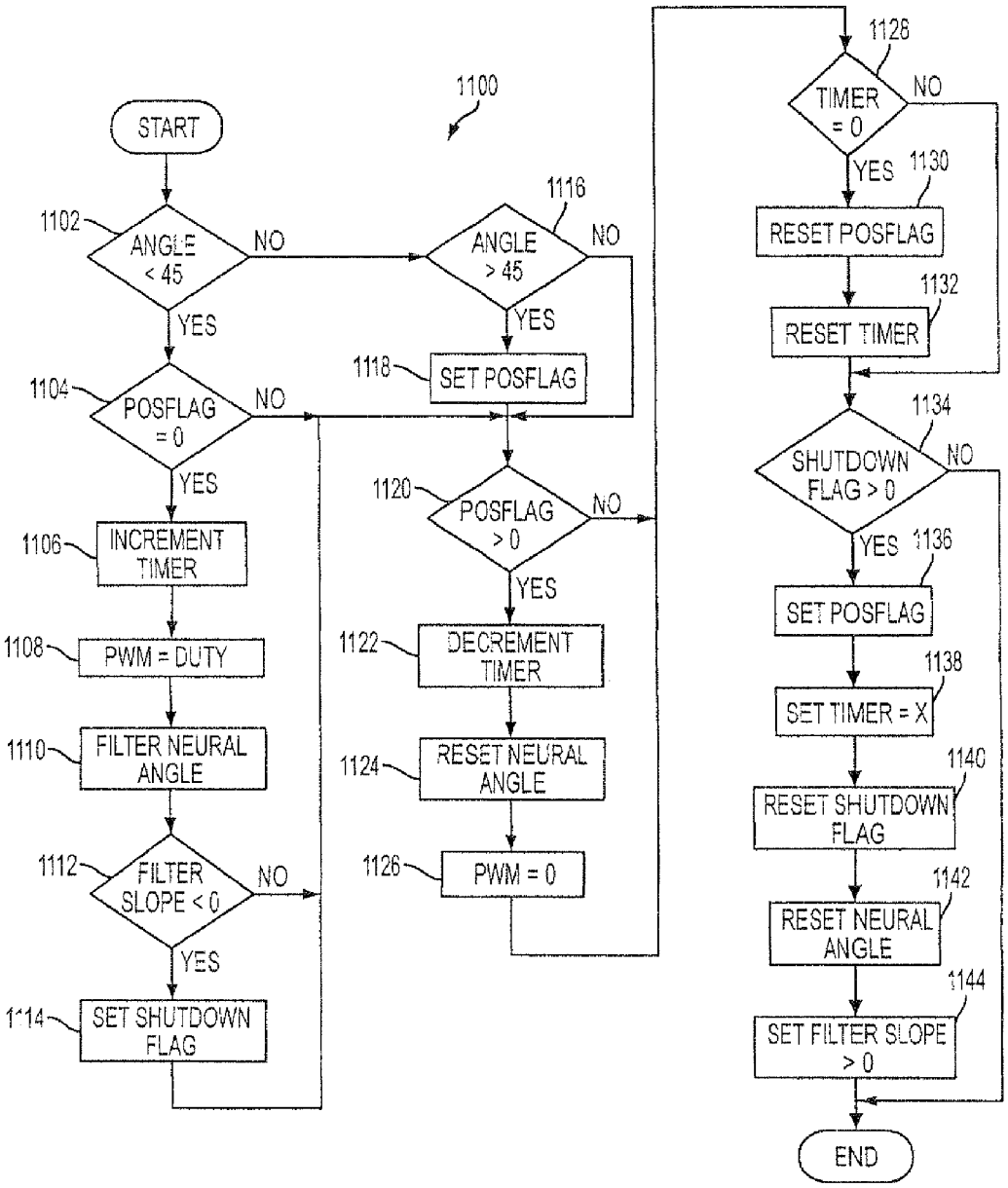
1100
START
1102
ANGLE < 45
NO
YES
1104
POSFLAG = 0
NO
YES
1106
INCREMENT TIMER
1108
PWM = DUTY
1110
FILTER NEURAL ANGLE
1112
FILTER SLOPE < 0
NO
YES
1114
SET SHUTDOWN FLAG
1116
ANGLE > 45
NO
YES
1118
SET POSFLAG
1120
POSFLAG > 0
NO
YES
1122
DECREMENT TIMER
1124
RESET NEURAL ANGLE
1126
PWM = 0
1128
TIMER = 0
NO
YES
1130
RESET POSFLAG
1132
RESET TIMER
1134
SHUTDOWN FLAG > 0
NO
YES
1136
SET POSFLAG
1138
SET TIMER = X
1140
RESET SHUTDOWN FLAG
1142
RESET NEURAL ANGLE
1144
SET FILTER SLOPE > 0
END

FIG. 11

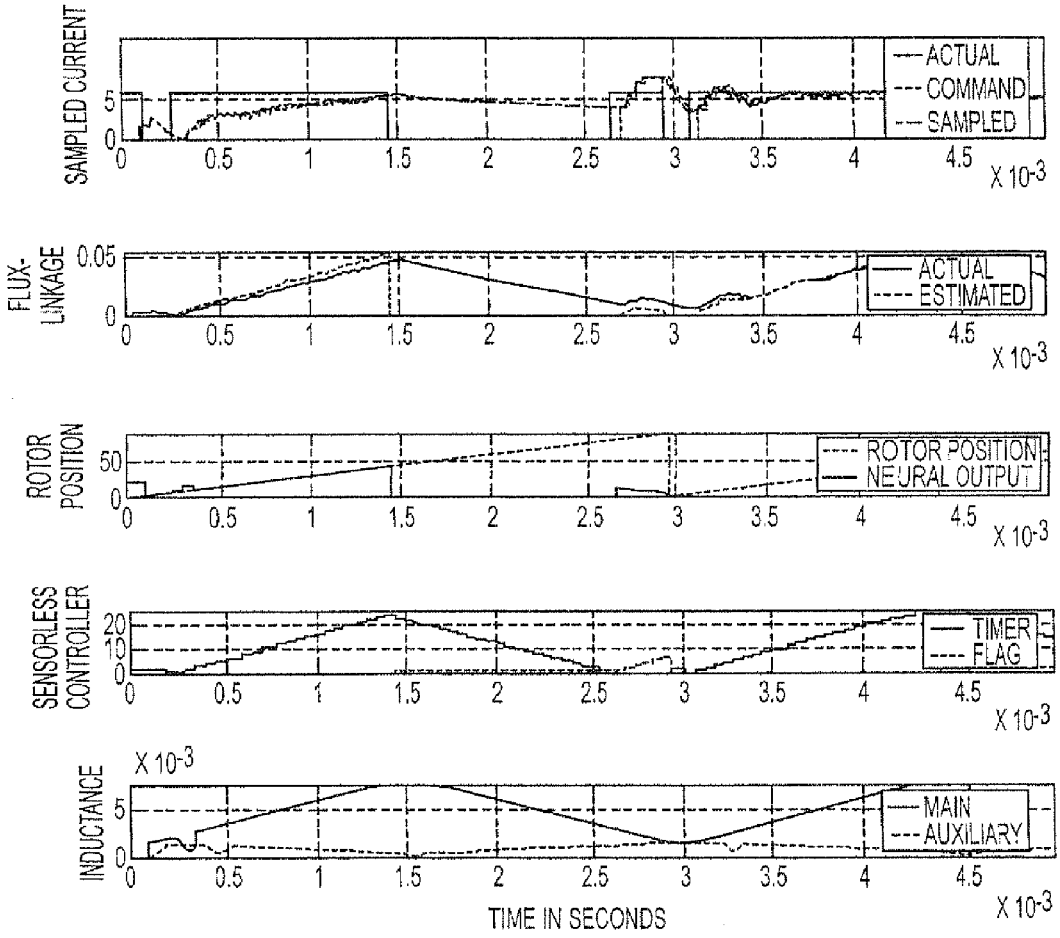
SAMPLED CURRENT
ACTUAL
COMMAND
SAMPLED
FLUX-LINKAGE
ACTUAL
ESTIMATED
ROTOR POSITION
ROTOR POSITION
NEURAL OUTPUT
SENSORLESS CONTROLLER
TIMER
FLAG
INDUCTANCE
MAIN
AUXILIARY
X 10-3
TIME IN SECONDS

FIG. 12

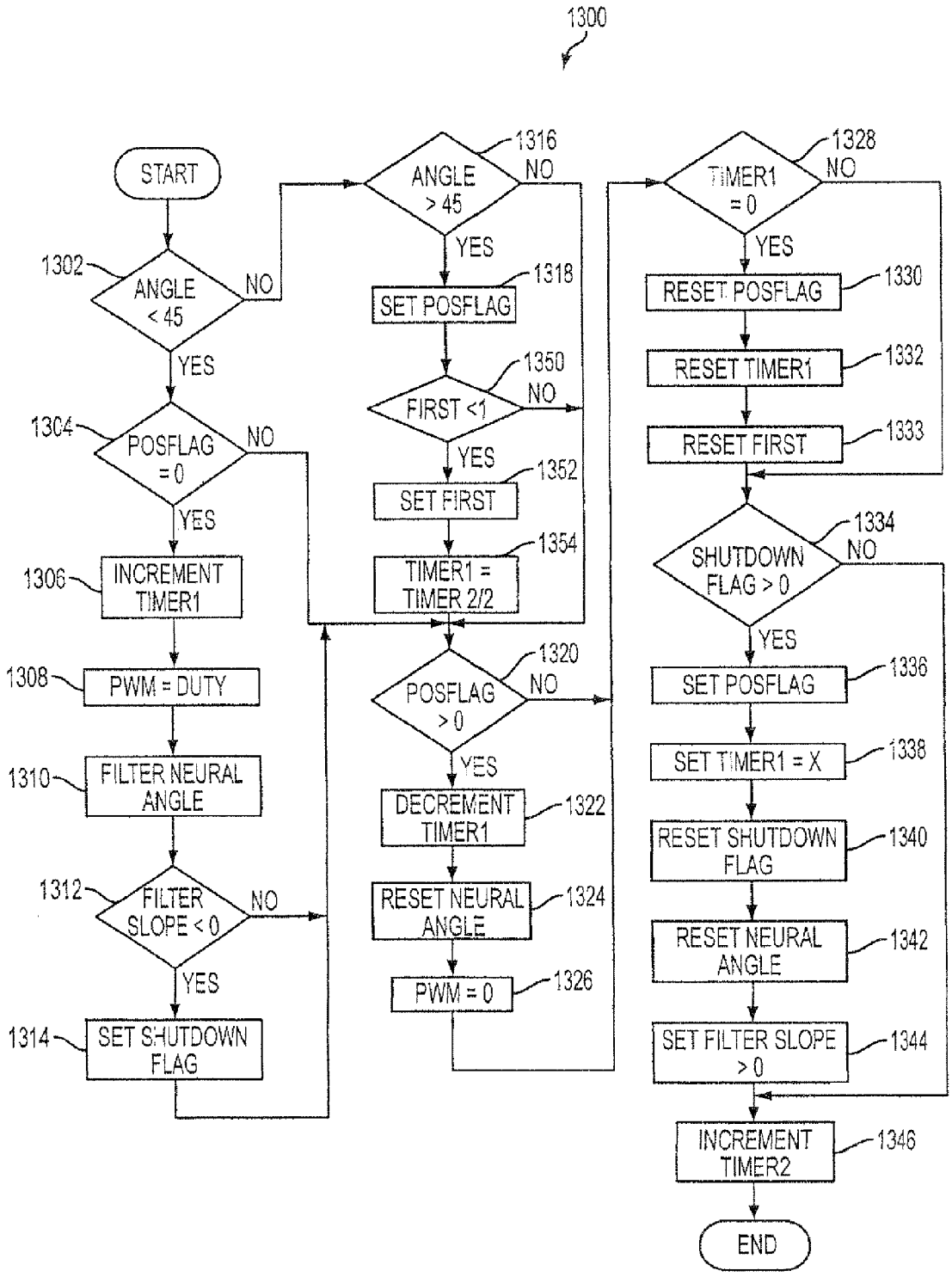
1300
START
1302
ANGLE < 45
NO
YES
1304
POSFLAG = 0
NO
YES
1306
INCREMENT TIMER1
1308
PWM = DUTY
1310
FILTER NEURAL ANGLE
1312
FILTER SLOPE < 0
NO
YES
1314
SET SHUTDOWN FLAG
1316
ANGLE > 45
NO
YES
1318
SET POSFLAG
1350
FIRST <1
NO
YES
1352
SET FIRST
1354
TIMER1 = TIMER 2/2
1320
POSFLAG > 0
NO
YES
1322
DECREMENT TIMER1
1324
RESET NEURAL ANGLE
1326
PWM = 0
1328
TIMER1 = 0
NO
YES
1330
RESET POSFLAG
1332
RESET TIMER1
1333
RESET FIRST
1334
SHUTDOWN FLAG > 0
NO
YES
1336
SET POSFLAG
1338
SET TIMER1 = X
1340
RESET SHUTDOWN FLAG
1342
RESET NEURAL ANGLE
1344
SET FILTER SLOPE > 0
1346
INCREMENT TIMER2
END

FIG. 13

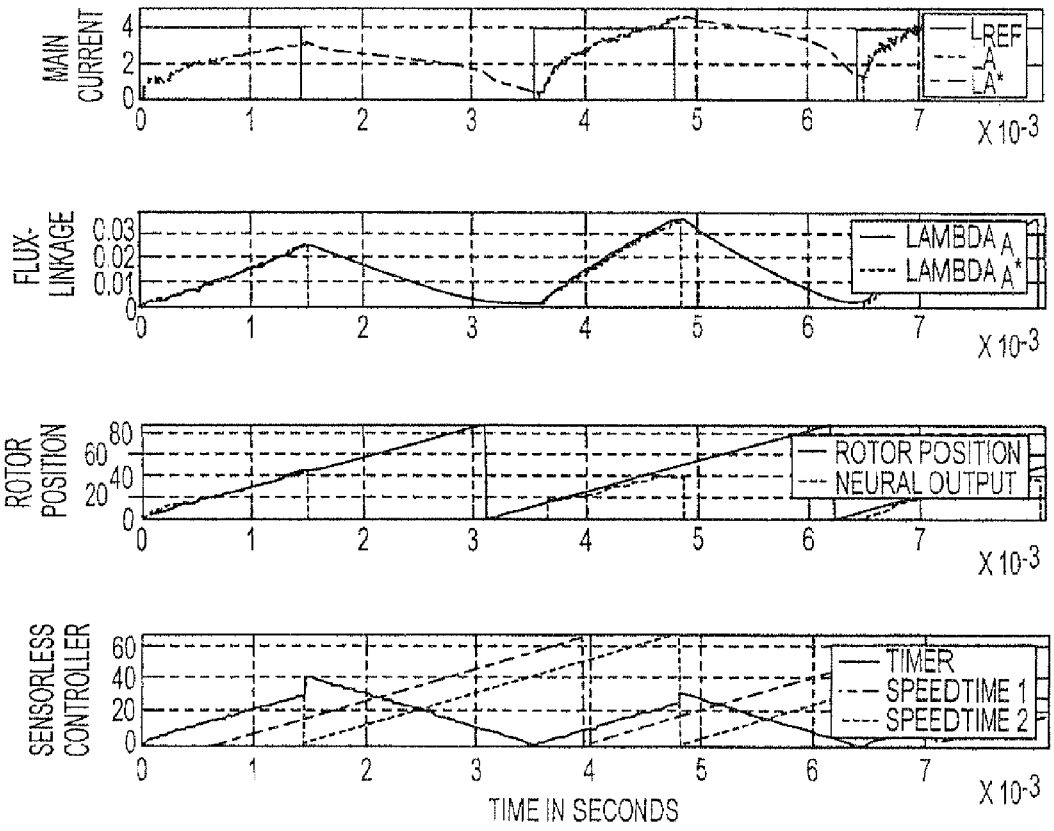
MAIN CURRENT
4
2
0
0 1 2 3 4 5 6 7
X 10-3
LREF
LA
LA*
FLUX-LINKAGE
0.03
0.02
0.01
0
0 1 2 3 4 5 6 7
X 10-3
LAMBDA A
LAMBDA A*
ROTOR POSITION
80
60
40
20
0
0 1 2 3 4 5 6 7
X 10-3
ROTOR POSITION
NEURAL OUTPUT
SENSORLESS CONTROLLER
60
40
20
0
0 1 2 3 4 5 6 7
X 10-3
TIMER
SPEEDTIME 1
SPEEDTIME 2
TIME IN SECONDS

FIG. 14

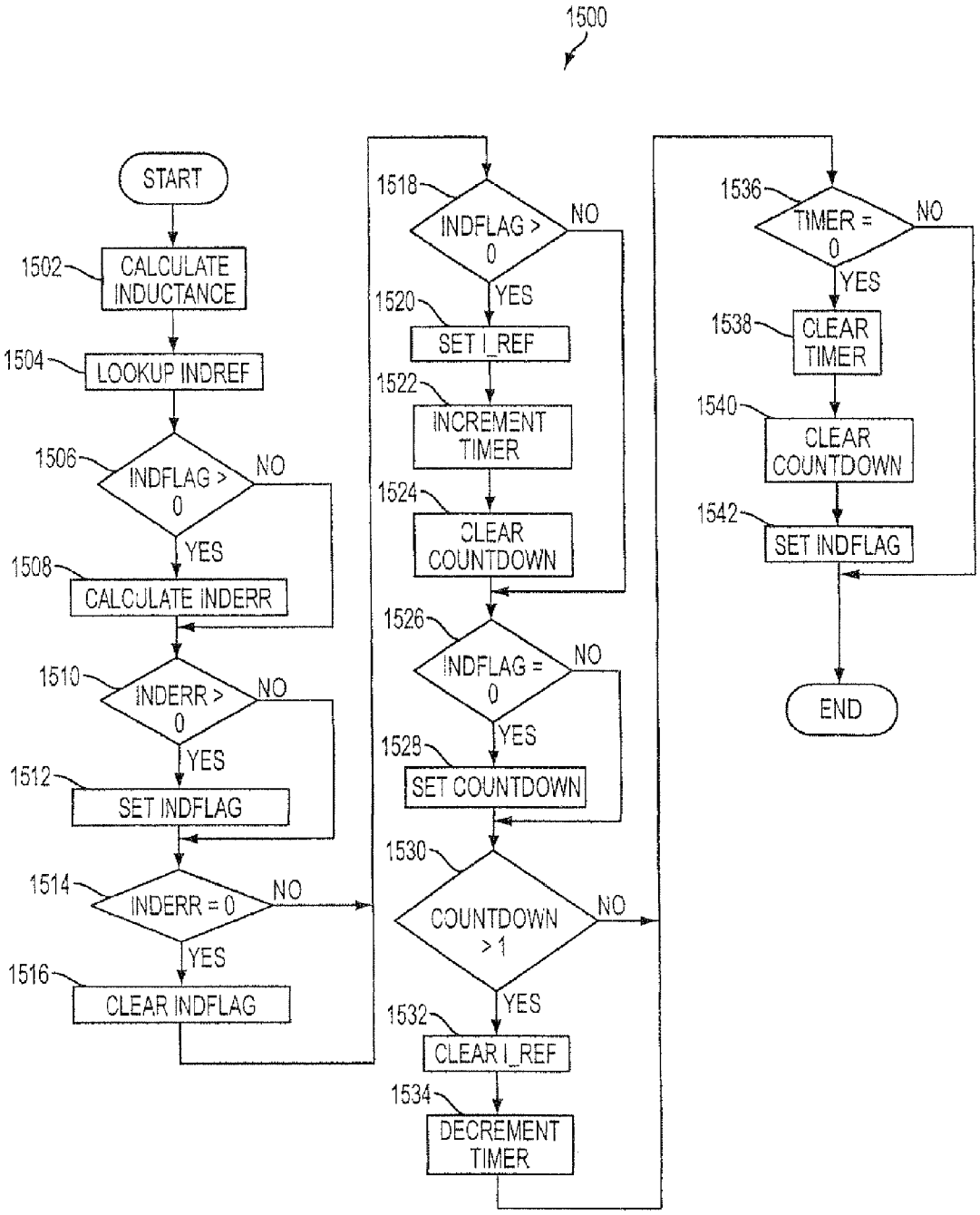
1500
START
1502
CALCULATE INDUCTANCE
1504
LOOKUP INDREF
1506
INDFLAG > 0
NO
YES
1508
CALCULATE INDERR
1510
INDERR > 0
NO
YES
1512
SET INDFLAG
1514
INDERR = 0
NO
YES
1516
CLEAR INDFLAG
1518
INDFLAG > 0
NO
YES
1520
SET I_REF
1522
INCREMENT TIMER
1524
CLEAR COUNTDOWN
1526
INDFLAG = 0
NO
YES
1528
SET COUNTDOWN
1530
COUNTDOWN > 1
NO
YES
1532
CLEAR I_REF
1534
DECREMENT TIMER
1536
TIMER = 0
NO
YES
1538
CLEAR TIMER
1540
CLEAR COUNTDOWN
1542
SET INDFLAG
END

FIG. 15

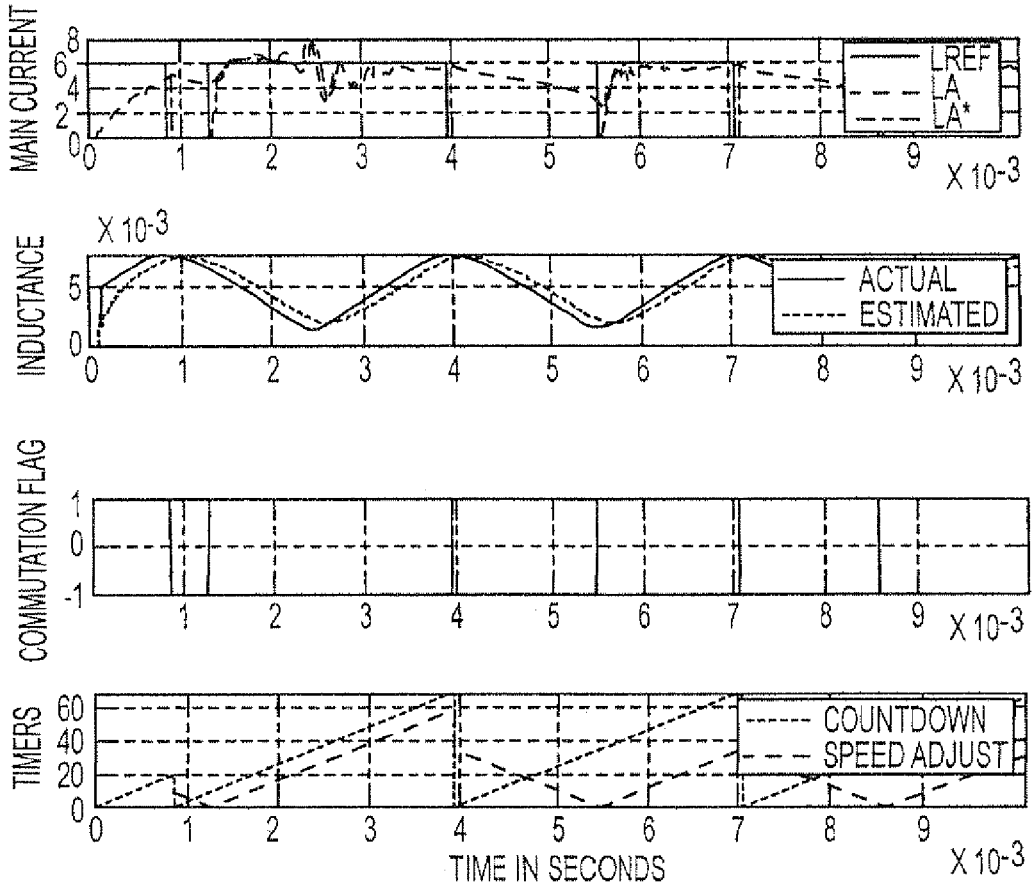
MAIN CURRENT
LREF
LA
LA*
X 10-3
INDUCTANCE
X 10-3
ACTUAL
ESTIMATED
X 10-3
COMMUTATION FLAG
X 10-3
TIMERS
COUNTDOWN
SPEED ADJUST
TIME IN SECONDS
X 10-3

FIG. 16

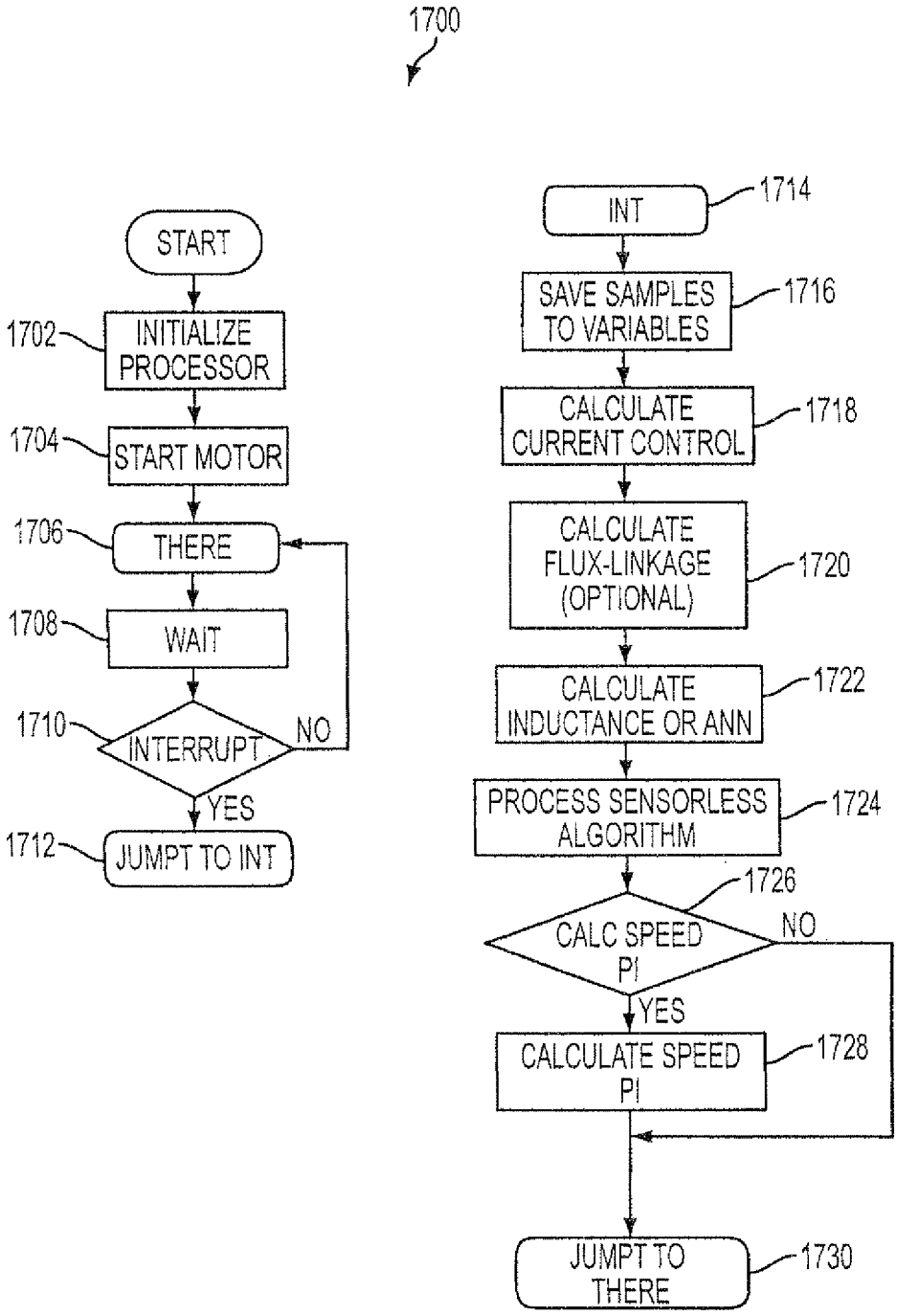
1700
START
1702
INITIALIZE PROCESSOR
1704
START MOTOR
1706
THERE
1708
WAIT
1710
INTERRUPT
NO
YES
1712
JUMPT TO INT
INT
1714
SAVE SAMPLES TO VARIABLES
1716
CALCULATE CURRENT CONTROL
1718
CALCULATE FLUX-LINKAGE (OPTIONAL)
1720
CALCULATE INDUCTANCE OR ANN
1722
PROCESS SENSORLESS ALGORITHM
1724
1726
CALC SPEED PI
NO
YES
CALCULATE SPEED PI
1728
JUMPT TO THERE
1730

FIG. 17

METHOD FOR CONTROLLING MOTOR OPERATION USING INFORMATION CHARACTERIZING REGIONS OF MOTOR OPERATION

CROSS-REFERENCE TO RELATED APPLICATIONS

This application is a divisional of U.S. patent application Ser. No. 11/718,325, filed Apr. 30, 2007 (§371c date of Apr. 15, 2008), and claims priority to U.S. application 60/622,968, filed on Oct. 29, 2004, international application PCT/US2005/039432, filed on Oct. 31, 2005, and U.S. application Ser. No. 11/718,325, filed on Apr. 30, 2007. The application incorporates by reference the disclosures provided in Applicants' applications Ser. Nos. 11/718,325, 60/622,968, PCT/US2003/16627, PCT/US2003/16628, PCT/US82003/16629, PCT/US2003/16630, and PCT/US2003/16631.

FIELD OF THE INVENTION

The present invention relates to a method and system for collecting characteristic information of a motor, a neural network and method of using the same for estimating regions of motor operation from information characterizing the motor, and system and method for controlling motor operation using the characteristic information, the neural network, or both.

BACKGROUND OF THE RELATED ART

Currently in the motor control industry, engineers require various characteristic electrical and mechanical parameters to design and control motors. The typical parameters necessary to characterize the motor's operation, for any aspect of motor development, are winding current (i), rotor position (θ), torque and speed (ω). The relationship among these parameters provides indicia of the performance of the motor and system.

Related art methods to obtain motor operational parameters, either for design or system development, rely on finite element analysis (FEA) and locked-rotor tests. FEA proves useful in motor design and can be used to develop control methods. However, FEA does not account for parameter distortion arising from influences external to the motor, such as digital signal processing, sampling, or non-linear effects due to noise or Pulse-Width Modulation (PWM) switching. All of these influences are happenstance in typical motor drive systems.

Aside from FEA, the most prevalent method for obtaining motor operational parameters employs the locked-rotor test. According to this method, the motor rotor is locked at a specific position and a voltage is induced across the motor windings. Current and voltage measurements are made for numerous rotor positions, and other parameters, such as inductance and flux-linkage, are derived from the current and voltage measurements. No converter or controller is required to perform these measurements. Once all of the required measurements are taken, the measured and derived data can be used to control the motor. Although the locked-rotor test provides highly accurate results, the measurements are time consuming and may only be obtained through the operation of an actual motor drive.

Currently, there is a trend in the motor drive industry to eliminate rotor position sensors, which are used to provide rotor position information for the control of a motor. Position sensors increase the overall cost and decrease the overall lifetime of the system. In low-cost, high-speed applications like grinders, fans and vacuum cleaners, the presence of a rotor position sensor adds cost to the motor drive system that could be avoided by smart sensor-less based position estimation techniques. Also, for high-temperature and physical disturbance applications, the presence of a position sensor to provide the rotor position is not preferred.

Additional background information on the modeling, analysis, and control of switched reluctance motors (SRMs) and sensor-less control techniques is provided in "Switched Reluctance Motor Drives" by R. Krishnan.

Some sensor-less control methods use motor parameters that are stored in the form of look-up tables within a microcontroller. "Accurate Position Estimation in Switched Reluctance Motor With Prompt Starting", by Debiprasad Panda, and V. Ramanarayanan (IEEE publication) provides a description of state-of-the-art control techniques for sensor-less control of SRMs.

As a substitute for position sensors and look-up tables, artificial neural networks (ANNs) are increasingly being used for inferring a rotor's position using various sensor-less techniques. So far, though, the large size of ANNs has made their implementation in practical low-cost and high-speed systems impossible.

All reference material cited herein is hereby incorporated into this disclosure by reference.

SUMMARY OF THE INVENTION

An object of the present invention is to overcome the above-described problems and limitations of the related art.

Another object of the invention is to provide a method for collecting characteristic information of a motor.

Still another object of the invention is to provide a system for collecting characteristic information of a motor.

A further object of the invention is to provide a neural network for estimating regions of motor operation from information characterizing the motor.

A further object of the invention is to provide a method for estimating regions of motor operation, using a neural network, from information characterizing the motor.

A further object of the invention is to provide a system for controlling motor operation using the characteristic information, the neural network, or both.

A further object of the invention is to provide a method for controlling motor operation using the characteristic information, the neural network, or both.

These and other objects of the invention may be achieved in whole or in part by a method for collecting operational parameters of a motor. According to the method, the energization of a phase winding of the motor is controlled to establish a rotational operating point. Operational parameters of the motor that characterize a relationship between the energization control applied to the motor's phase winding and the motor's response to this control are monitored. And information of the operational parameters, for the operating point, that characterizes the relationship between the applied energization control and the motor's response are collected.

The objects of the invention may also be achieved in whole or in part by a system for collecting operational parameters of a motor. The system includes a power converter that energizes a phase winding of the motor to establish a controlled operating point. Sensors monitor operational parameters of the motor characterizing a relationship between the energization applied to the motor's phase winding and the motor's response to the applied energization. A controller controls the

energization applied by the power converter and collects information of the operational parameters for the operating point from the sensors.

The objects of the invention may be further achieved in whole or in part by a neural network that estimates the position of a motor's rotor with respect to its stator. The network includes a preprocessor that produces a substantially non-linear response based on one or more variables. Each of a plurality of neurons produces a response based on a plurality of variables. An input layer of the neural network includes a group of the plurality of neurons and each neuron of the input layer produces a response based on the response produced by the preprocessor. An output layer of the neural network includes one of the plurality of neurons, which produces a response based on the responses produced by the neurons of the input layer.

The objects of the invention may be further achieved in whole or in part by a method for estimating the position of a motor's rotor with respect to its stator using a neural network. The method includes generating a substantially non-linear response based on one or more variables and generating, for each input layer neuron of the network, a response based on a plurality of variables, which include the substantially non-linear response. Also, a network response is generated based on the responses generated by the input layer neurons.

The objects of the invention may be further achieved in whole or in part by a method for controlling a motor. According to the method, the motor's region of operation is estimated and a phase winding of the motor is energized when the region of operation is estimated to be a region for applying motoring torque. A determination is made whether a motoring torque region of operation has been errantly estimated. If the determination is affirmative, the energization of the motor phase winding is discontinued.

The objects of the invention may be further achieved in whole or in part by a system for controlling a motor. The system includes an estimation component that estimates the motor's region of operation and an energization component that energizes a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque. A determination component determines whether a motoring torque region of operation has been errantly estimated. If the determination is affirmative, the energization component discontinues energizing the motor phase winding.

BRIEF DESCRIPTION OF THE DRAWINGS

Preferred embodiments of the present invention will now be further described in the following paragraphs of the specification and may be better understood when read in conjunction with the attached drawings, in which:

FIG. **1** illustrates a runtime data collection system for a motor;

FIG. **2** illustrates an automatic test method for implementing the collection of operational parameters using the system illustrated in FIG. **1**;

FIG. **3** illustrates a method for controlling and collecting data from the system illustrated in FIG. **1**;

FIG. **4** illustrates a related art neuron;

FIG. **5** illustrates a related art neural network that models a motor's magnetic characteristics using electrical signal inputs;

FIG. **6** illustrates a neural network of the present invention;

FIG. **7** illustrates the relationship between torque and phase winding inductance for a motor;

FIG. **8** illustrates a sensor-less control system of the present invention;

FIG. **9** illustrates a two-phase SRM of the present invention;

FIG. **10** illustrates a circuit topology of the power converter illustrated in FIG. **8**;

FIG. **11** illustrates a sensor-less motor control algorithm for rotor angle estimation;

FIG. **12** illustrates the results achieved by simulating the application of the algorithm illustrated in FIG. **11** to the sensor-less control system illustrated in FIG. **8**;

FIG. **13** illustrates another sensor-less motor control algorithm for rotor angle estimation;

FIG. **14** illustrates the results achieved by simulating the application of the algorithm illustrated in FIG. **13** to the sensor-less control system illustrated in FIG. **8**;

FIG. **15** illustrates a sensor-less commutation algorithm for commutating current applied to a motor winding based on estimates of the winding's inductance;

FIG. **16** illustrates the results achieved by simulating the application of the algorithm illustrated in FIG. **15** to the sensor-less control system illustrated in FIG. **8**; and

FIG. **17** illustrates a method of implementing the algorithms illustrated in FIGS. **11**, **13**, and **15** via firmware in a microprocessor or digital signal processor of the controller illustrated in FIG. **8**.

DETAILED DESCRIPTION OF THE INVENTION

FIG. **1** illustrates a runtime data collection system **100** for a motor. In system **100**, an alternating current (ac) voltage source **102** provides power to a power converter **104**. Power converter **104** energizes one or more phase windings of a motor **106** to induce rotational operation of the motor's rotor under the control of a digital signal processor (DSP) controller **108**. DSP controller **108** monitors the voltage across, and the current through, one or more phase windings of motor **106** and the rotor angle of motor **106** based on information provided by a sensor **110**. A computer **112** communicates with DSP controller **108** to capture and process the monitored voltage, current, and rotor position information.

During runtime operation of motor **106**, data samples for parameters such as speed, current (i), flux-linkage (λ), and rotor position can be collected and stored by computer **112**. The data collection can be repeated manually or automatically to achieve data sets over the entire range of operating points for motor **106**.

FIG. **2** illustrates an automatic test method **200** for implementing the collection of operational parameters using the system illustrated in FIG. **1**. Firmware on DSP controller **108** controls the data collection at the various operating points in sequence while saving the data automatically at the end of each capture. This method eliminates the laborious data collection required by the related art locked-rotor tests. System **100** supports the measurement of the monitored parameters simultaneously, without delays in measurement time.

According to method **200**, DSP controller **108** initializes **202** control parameters for motor **106**. Thereafter, DSP controller **108** interacts with power converter **104** to start **204** the rotation of motor **106**'s rotor. Then, DSP controller **108** waits **206** for a period of time before determining **208** whether the rotor is rotating. Until DSP controller **108** determines **208** that the rotor is rotating, DSP controller **108** continues attempting to start **204** motor **106** and waiting **206** for a period of time before reassessing its determination **208**.

Once the rotor is determined **208** to be rotating, DSP controller **108** sets **210** a test index value and establishes **212** test settings for the indexed test. Using the established test settings, motor **106**'s rotor speed is controlled **214** via DSP

controller **108** and power converter **104** until the rotor speed is determined **216** to have reached a steady state condition.

When the rotor speed reaches a steady-state condition, DSP controller **108** sets **218** a test flag and collects **220** data regarding the voltage and current applied to motor **106** and the rotor's angular position with respect to the stator. Thereafter, DSP controller **108** stops **222** the rotor's rotation, downloads **224** the collected data to computer **112**, and increments **226** its test index. If the incremented test index is determined **228** to be beyond the index value set for the last test measurement, then the testing is discontinued. Otherwise, the motor is restarted **204** and another measurement of the motor's operational parameters is made at the newly indexed operating point, as indicated by operations **204-228**. Note, however, that the test index set in operation **210** is that identified by the test index value incremented in operation **226**.

FIG. **3** illustrates a method **300** for controlling and collecting data from the system illustrated in FIG. **1**. According to method **300**, DSP controller **108** initializes **302** control parameters for motor **106**. Thereafter, DSP controller **108** interacts with power converter **104** to start **306** the rotation of motor **106**'s rotor and, then, determines **308** whether the rotor is rotating. Until DSP controller **108** determines **308** that the rotor is rotating, DSP controller **108** continues attempting to start **306** the motor and reassessing its determination **308**, via a program execution jump to program label HERE **304** made after every negative determination **308**.

Once the rotor is determined **308** to be rotating, program execution proceeds to program label THERE **310** and DSP controller **108** waits **312** a period of time before determining **314** whether an interrupt condition has occurred. If the interrupt has not occurred, DSP controller **108** jumps program execution to program label THERE **310** and waits **312** a period of time before reassessing its determination **314** as to whether an interrupt has occurred. If the interrupt has occurred, DSP controller **108** performs a programming jump **316** to program label INT **318** to start an interrupt routine.

Once the interrupt jump **316** occurs, DSP controller **108** saves **320** data samples of the monitored motor parameters and calculates **322** a current control value and also calculates **324** a flux linkage value for the motor, based on the data samples of the monitored motor parameters. Then, DSP controller **108** determines **326** the commutation angle of the rotor by decoding the Hall-effect sensor signals. If DSP controller **108** determines **328** that pulse width modulation (PWM) is used to control the energization of motor **106**'s phase windings, then DSP controller **108** sets **330** the PWM duty cycle to achieve the desired rotor speed for the motor. Otherwise, program execution skips the PWM duty cycle setting operation **330** and proceeds directly to operation **332**. After setting **330** the PWM duty cycle, DSP controller **108** determines **332** whether a speed calculation should be made. If so, DSP controller **108** makes **334** this calculation. Otherwise, DSP controller **108** determines **340** whether the motor rotor has reached a steady-state speed. If a steady-state speed has been achieved, DSP controller **108** sets **342** a Dataset flag. Otherwise, DSP controller **108** executes a jump **344** in its processing routine to execution label THERE **310**, where DSP controller **108** waits **312** for an interrupt condition to be identified **314**.

After the Dataset flag is set **342** or DSP controller **108** calculates **334** the rotor's speed, DSP controller **108** determines **336** whether the Dataset flag is set. If so, DSP controller **108** executes a jump **338** to execution label DATA **346**. Otherwise, DSP controller **108** executes a jump **344** to execution label THERE **310**.

Once the Dataset flag is set and program execution has jumped **338** to execution label DATA **346**, DSP controller **108** obtains **348** the current index value and determines **350** whether this index value is the last one in the set. If so, DSP controller **108** shuts **352** down the system and ends the program execution. Otherwise, DSP controller **108** saves **354** a data structure containing the monitored and calculated operational parameters. Then, DSP controller **108** determines **356** whether the saved data structure is the last to be saved. If not, DSP controller **108** jumps **358** its processing to execution label THERE **310** where it waits **312** for an interrupt condition **314**. Otherwise, DSP controller **108** increments **360** the index value, shuts down **362** the system operation, transfers **364** the saved data structures to computer **112**, loads **366** index parameters, and jumps **368** its program execution to label HERE **304** so that motor **106** may be restarted.

Method **300** was applied to system **100** for collecting the operational parameters of a switched reluctance motor (SRM) having two phases, though it could have been applied to an SRM having any number of phases. In this application, the measurements of three parameters were collected by the system. These parameters were the current (i) provided to a phase winding by power converter **104**, the flux-linkage (λ), and the discrete position (θ) of motor **106**'s rotor.

The current (i) was collected via an amplified signal obtained from a simple resistor transducer **114**. The inexpensive resistor transducer eliminated the need for an expensive current (i) sensor in the system.

The flux-linkage (λ) was estimated from the sampled current (i) using Faraday's law:

$$\lambda=\int(V_a-R_a i)dt$$

DSP controller **108** implemented the integration operation through numerical techniques, based on power converter **104**'s operational modes.

The winding voltage V_a was determined from sampled converter parameters. The rotor position (θ) was measured using two hall-effect sensors **110** whose signals provided quadrature angle encoding designating 0, 45, and 90 degrees. Due to the construction of the particular motor used in the test, this angle encoding was well suited for decoding commutation cycles to drive the motor.

Phase inductance was calculated using both the measured current and flux-linkage, in accordance with the expression $L=\lambda/i$. The monitored parameters were collected for each phase over an entire rotation of the rotor, though collecting these parameters from one phase was all that was required for controlling the motor's operation.

During each sample period the sampled parameters were stored and used to calculate other motor parameters such as flux-linkage (λ). The speed of the rotor was measured to determine the next point for data collection. If the data collection flag was set for a specific time, DSP controller **108** saved the sampled and calculated parameters into an array. Once all of the predetermined data points were collected, system **100** was shut down. Then, system **100** sent the collected data to computer **112**, which stores and processes the collected data as well as establishes the test conditions for additional test points to be tested.

Table 1 provides a comparison of the collected parameters with those obtained through FEA simulations.

TABLE 1

Rotor Position (degrees)	Measured Flux-linkages (V-s)	FEA Flux-linkages (V-s)	Error
27	0.0389	0.0378	2.9%
31	0.0448	0.0524	14.6%
38	0.0650	0.0713	8.7%
41	0.0722	0.0752	3.9%
45	0.0789	0.0757	4.2%

As may be determined from Table 1, the average flux linkage error between the data measured by system **100** using method **300** and the data obtained through the FEA simulation was about 7%. The FEA data itself had an expected simulation error of about 3%. Therefore, the data obtained using system **100** and method **300** are closely correlated with the FEA data.

Current (i) flux-linkage (λ), rotor angle (θ), and phase inductance (L) are important parameters for applying sensor-less control algorithms to a motor. Thus, the above-provided discussion elicits the significance of obtaining actual runtime measurements of these parameters. Obtaining runtime measurements of the operational parameters eliminates the need to employ expensive FEA design software for determining the data used in control design, as well as the manual labor involved in compiling the data at all the various operating points using locked-rotor tests. The above-described collection methods provide motor parameters, as the controller would experience them during runtime, for the purpose of developing sensor-less control systems more rapidly. If any noise or consistent, uncorrectable calculation error is present in the control signals, then a method can be devised to account for such variances and bring the sensor-less control back to the realm of high performance.

More specifically, a motor's rotor position can be estimated from the phase currents and flux-linkages of the windings, based on the three-dimensional relationships among these parameters. This fact may be used to model a sensor-less estimation technique with an Artificial Neural Network (ANN), since neural networks have an inherent capability for system identification.

FIG. **4** illustrates a related art neuron **400**. A neural network consists of multiple neurons **400** in one or many layers with suitable inputs to neurons **400** and a bias/threshold **408** control. Each neuron **400** applies a set of gains, known as synaptic weights **402-406**, to its input signals. Weights **402-406** are multiplied by the corresponding inputs x_1-x_n and the products are summed with bias **408** in a summer **410** and then processed through an activation function **412**.

Generally, the more nonlinear a system is, the more neurons that are required to model the system. In related art neural networks, the layers of neural nodes between the input and output nodes (i.e., hidden layers) induce the non-linear characteristics of the model. Consequently, the more non-linear a system is, the more hidden layers that are required to model the non-linearity of the system. Increasing the number of neurons and hidden layers increases the computation time required to generate outputs for the neural network.

In high-speed and inexpensive applications, such as blenders, the time required for a neural network to process a set of inputs so as to obtain the position of the rotor is far too great for practical applications. Inexpensive microcontrollers used for motor control applications cannot satisfactorily process the computations for a large ANN. And processors that are capable of processing the computations of large ANNs in a small amount of time are not feasible for low-cost applications. Therefore, the need for a better technique to infer rotor position from neural networks for high speed motor applications is required.

FIG. **5** illustrates a related art neural network **500** that models a motor's magnetic characteristics using electrical signal inputs, such as the motor's phase current (i) and flux-linkage (λ). Neural network **500** has ten neurons **400**, of which three constitute an input layer, six constitute a hidden layer, and one constitutes an output layer. Only the six hidden layer and one output layer neurons employ a bias signal in neural network **500** and these bias signals are weighted in a manner similar to the weighting applied to the other neural inputs. Based on signals indicating a motor's phase current (i) and flux-linkage (λ), neural network **500** generates an estimate of the motor's rotor position.

FIG. **6** illustrates a neural network embodiment **600** of the present invention. Similar to neural network **500**, neural network **600** generates an estimate of a motor's rotor position based on signals indicating the motor's phase current (i) and flux-linkage (λ). However, neural network **600** models the motor's magnetic characteristics with nearly the same amount of accuracy as neural network **500** using only four neurons **400**. Neural network **600** has three input layer neurons **400** and one output layer neuron **400**. Both the input and output layer neurons **400** employ biasing in neural network **600** and the biasing signals are weighted in a manner similar to the weighting applied to the other input signals. Since neural network **600** has no hidden layers for generating the non-linearities needed to closely model the motor's magnetic characteristics, a non-linearity is introduced to the input layer neurons **400** by a multiplier **602**. Multiplier **602** multiplies the motor's phase current (i) and phase-linkage (λ) signals together to produce a non-linear component representing the motor's magnetic characteristics and introduces this non-linear product as an input to each neuron **400** of neural network **600**'s input layer.

While both neural networks **500** and **600** are similarly capable of accurately estimating a motor's rotor position without the use of position sensors, neural network **600** does so with much fewer neurons **400** and computations. This is achieved by providing the additional preprocessed non-linear input to ANN **600**. The non-linear input is a suitable combination of the primary inputs, such as phase current and flux-linkage, and provides the necessary dimension required to model the non-linear behavior of the motor.

Table 2 compares the performance characteristics of neural networks **500** and **600** for estimating the rotor position of a motor. In the comparative test conducted with the two networks, a back-propagation algorithm was used to train the networks to produce estimates of a motor's rotor position based on the motor's phase current (i) and flux-linkage (λ). Neural network **500** was trained to an average root-mean-square (ruts) error of 5×10^{-5} in 40,000 epochs and neural network **600** was trained to an rms error of 8.5×10^{-5} in relation to the results obtained through locked-rotor tests.

TABLE 2

Operational Characteristic	Neural network 500	Neural Network 600
Multiplications	40	17
Summations	30	12
Activations	10	4
Total Operations	80	33
Computation Time	31.5 μs	13 μs
RMS Error	5×10^{-5}	8.5×10^{-5}

As indicated in Table 2, neural network **600** performs **33** mathematical operations to calculate the motor's rotor angle to an accuracy nearly the same as that achieved by neural network **500** through **80** mathematical operations. Of greater importance perhaps, neural network **600** estimated the rotor angle with a similar degree of accuracy in less than half the time required by neural network **500**.

Generally speaking, an ANN requires training to model the motor system relationships accurately. Training the ANN can be accomplished by various methods known in the related art. The motor data collection techniques discussed in connection with FIGS. **1-3** can be used to extract the parameters that are required to train the ANN. For example, voltages and currents from the motor windings or the drive circuit can be sensed and used to provide inputs to the ANN to obtain the rotor position. However, the techniques described above for modeling the characteristics of a motor using an ANN are not limited to a motor or to inferring rotor position, they can be applied to infer any information for a system using pre-processed inputs. Also, the data collection methods can be combined with the neural estimators to achieve a quasi-self learning sensor-less motor drive, as described below.

To generate motion for a motor rotor, torque must be applied to the rotor. The motor torque relationship is described by:

$$T = \frac{1}{2}\frac{dL}{d\theta}i^2$$

According to this relationship, the sign of the torque depends on the slope of the inductance with respect to the change in angle. If the slope is positive, then the torque is positive, and vice versa. Also, the magnitude of the torque is directly proportional to the squared value of the current flowing in the phase windings. From this relationship, several methods to control the torque generation in the motor using sensor-less methods can be developed. One such method relies on an estimation of rotor position (θ) to govern the torque generation, another method relies on an estimation of winding inductance (L). In either case, the basic premise for generating torque is to control current conduction in the windings with respect to the angular rotor region corresponding to positive torque generation.

The angular symmetry of a motor ensures that the positive torque region repeats every X→0 degrees and the negative torque region repeats every Y→X degrees, where X is Y/2 (e.g., X=45 and Y=90 for a two-phase switched reluctance motor). Thus, to produce forward motoring, current must be generated in the stator winding when the rotor angle is between X→0 degrees with respect to the approaching stator pole. Minimal current should conduct through the stator winding when the rotor angle is between Y→X degrees, so as to avoid producing negative torque during forward motoring that will slow or even stall the rotor.

FIG. **7** illustrates the relationship between torque and phase winding inductance for a motor. As illustrated in FIG. **7**, when current is applied to a phase winding as a rotor pole rotates from X→0 degrees with respect to an approaching stator pole associated with the phase winding, the inductance of the phase winding increases monotonically and positive torque is applied to the rotor. Conversely, when current is applied to the phase winding as the rotor pole rotates from Y→X degrees with respect to the stator pole associated with the phase winding, the inductance of the phase winding decreases monotonically and negative torque is applied to the rotor. The relationship between phase inductance (L), phase current (i), and torque may be used to control the operation of sensor-less motor.

The basic goal of a sensor-less controller is to estimate rotor position without using position sensors. The rotor position may be estimated from estimates of the phase inductance and flux-linkage, for both single-phase and multi-phase SRMs, and is used to regulate the application of current to the motor phases.

FIG. **8** illustrates a sensor-less control system **800** of the present invention. System **800** includes a controller **802**, a power converter **804**, and a motor **806**, which may be a two-phase switched reluctance motor (TPSRM) for the purpose of this discussion. Controller **802** monitors voltage and current signals that are indicative of the voltage and current applied to a main phase winding of TPSRM **806**. From these voltage and current signals, controller **802** estimates the flux-linkage. Applying the monitored current and estimated flux-linkage signals to neural network **600**, which is implemented by controller **802**, controller **802** may estimate the rotor position of motor **806**. Based on the estimated rotor position, controller **802** regulates the PWM signal applied to power converter **804** so as to regulate the torque applied to the motor rotor.

FIG. **9** illustrates a two-phase SRM **900** of the present invention. TPSRM **900** includes four main phase windings **902** and four auxiliary phase windings **904**. The stator poles bearing auxiliary phase windings **904** are shifted 45 degrees with respect to the stator poles bearing main phase windings **902**. Although TPSRM **900** is a two-phase machine, main phase windings **902** contribute nearly all of the torque produced in the machine. Auxiliary phase windings **904** are used to start the rotation of the machine's rotor and for recovering energy from main phase windings **902** when main phase windings **902** are not being energized.

FIG. **10** illustrates a circuit topology of power converter **804** illustrated in FIG. **8**. A direct current (dc) source **1002** provides a voltage V_{dc} across main phase windings **902** to energize these windings when a switch **1004** is activated by a PWM signal from controller **802**. When the current in main phase windings **902** is to be commutated, switch **1004** is turned off and the energy stored in main phase windings **902** is partially transferred to the rotor as mechanical energy and partially transferred to auxiliary phase windings **904** and capacitor **1006** through diode **1008**. When main phase windings **902** are re-energized, the energy stored in auxiliary phase windings **904** is partially returned to capacitor **1006**. Diode **1010** is optional in power converter **804**.

An equation that controller **802** may use for estimating the motor flux-linkage from the monitored current and voltage signals is derived as follows. First, two sets of equations modeling the behavior of TPSRM **806** and power converter **804** are derived, one for the conduction period and the other for the non-conduction period of switch **1004**. The devices in power converter **804** are assumed to be ideal and, therefore, the voltage drops across the devices and switching transients of the devices and their induced effects are neglected. The differential equations expressing the operation of the machine, when switch **1004** is turned off, are provided below:

$$\frac{d\lambda_a}{dt} = -R_a i_a + (V_{dc} - V_c)$$

$$\frac{d\lambda_b}{dt} = -R_b i_b - (V_{dc} - V_c)$$

-continued

$$\frac{dV_c}{dt} = \frac{(i_a - i_b)}{C}$$

$$i_a + i_b + i_c = 0$$

$$J\frac{d\omega_m}{dt} + B\omega_m = T_e - T_l,$$

where J is the inertia of the rotor (Kg-m^2); B is the load constant; λ_a and λ_b are the flux-linkages (V-s) of the main and auxiliary windings, respectively; i_a, i_b, and i_c are the currents through main phase windings **902**, auxiliary phase windings **904**, and capacitor **1006**, respectively; C is the capacitance of capacitor **1006**; and T_e and T_1 are the electromagnetic torque (N-m) and load torque, respectively.

Equations describing the motor when switch **1004** is turned on are:

$$\frac{d\lambda_a}{dt} = V_{dc} - R_a i_a$$

$$\frac{d\lambda_b}{dt} = V_c - V_{dc} - R_b i_b$$

$$\frac{dV_c}{dt} = \frac{i_c}{C} = \frac{i_b}{C}, \text{ where } i_b \geq 0$$

$$i_a + i_b + i_c = 0$$

$$J\frac{d\omega}{dt} + B\omega_m = T_e - T_j$$

The machine magnetic characteristics applied by controller **802** in the determination of the motor flux-linkage may be obtained from a finite element analysis (FEA) tool or by the data collection techniques described previously. For the purpose of deriving the flux-linkage equation below, the switching frequency of power converter **804** may be assumed to be 20 kHz, which determines the required sampling interval, and the control algorithm may be assumed to be executed only once per switching cycle. Since the flux linkages have a much larger time constant than the sampling period, the average flux-linkage may be derived as:

$$\lambda_{avg} = \lambda_{avg.t_{on}} + \lambda_{avg.t_{off}}$$

$$\lambda_{avg.t_{on}} = \int [dV_{dc} - dR_a I] dt$$

$$\lambda_{avg.t_{off}} = \int [(1-d)dV_c - (1-d)V_c(1-d)R_c I] dt,$$

where d is the duty cycle, V_{do} is the source voltage, R_a and R_b the resistances of the main and auxiliary windings, respectively, I is the sampled current, V_c is the voltage across the capacitor, and dt is the sample period. Thus, the average flux-linkage λ_{avg} per sample period can be expressed, by summing the equations for $\lambda_{avg.ton}$ and $\lambda_{avg.toff}$, as:

$$\lambda_{avg} = \int [V_{dc} - (1-d)V_c - R_a I] dt,$$

in light of the fact that output variables such as rotor position and speed hardly change within a switching period.

FIG. **11** illustrates a sensor-less motor control algorithm **1100** for rotor angle estimation. This algorithm was experimentally applied to system **800** using controller **802** to control the on and off switching of switch **1004** within power converter **804** and thereby drive TPSRM **806**. Controller **802** implemented neural network **600** so as to estimate TPSRM **806**'s rotor position.

Based upon the rotor position estimated by neural network **600**, controller **802** commutated the phase current applied to main phase winding **902**, by activating and deactivating the PWM controlling the phase current, to regulate the torque applied to the rotor. Power converter **804** was used to energize the SRM phase windings using the single switch **1004** for actively conducting current through main phase winding **902**. The energy stored in main phase winding **902** by its energization was passively degenerated through auxiliary phase winding **904** during the PWM off state. Thus, the commutation of the current occurred as if the system was a single-phase motor drive.

Although algorithm **1100** is designed to control a single phase motor drive, multiple instances of this algorithm may used in conjunction with multiple PWM drives to adapt the commutation scheme for multi-phase systems.

Referring now to FIG. **11**, algorithm **1100** uses the rotor position obtained from ANN **600** to determine whether main phase winding **902** should be conducting current or not. To make this determination, a comparison is made as to whether the rotor is in the conduction angle region with respect to the stator pole. That is, controller **802** determines **1102** whether the rotor poles are within 45 degrees of the stator poles they are approaching. If not, energizing main phase winding **902** will not produce positive torque for the rotor. The algorithm controls conduction by using a flag. This flag is set and reset based on the determination of the rotor angle provided by ANN **600**. If the rotor poles are determined **1102** to be within 45 degrees (i.e., the commutation angle) of the upcoming stator poles, then a determination **1104** of a Posflag's value is made. If the rotor poles are determined **1116** to be greater than 45 degrees with respect to the upcoming stator poles, then Posflag is set **1118** to 1. If the rotor poles are determined **1116** to be at an angle of 45 degrees with respect to the upcoming stator poles, then the Posflag is left unchanged. After determining the angle of the rotor poles with respect to the upcoming stator poles, controller **802** determines **1104**, **1120** the value of the Posflag. If the rotor-to-stator pole angle is less than the commutation angle (i.e., less than 45 degrees) and the Posflag value is 0, controller **802** will increment **1106** a timer and update **1108** the PWM duty cycle. The timer is used to determine the length of time main phase winding **902** will conduct current.

A secondary operation is performed to determine whether main phase winding **902** is conducting in the negative torque region. Controller **802** digitally filters **1110** the rotor position information generated by ANN **600** and then determines **1112** whether the slope of the filtered signal is decreasing. If the angle appears to be decreasing, then a Shutdown flag is set **1114**.

If: (1) the rotor-stator pole alignment is determined **1102** to be less than 45 degrees and the Posflag is not equal to 0; (2) the rotor-stator pole alignment is determined **1116** to be 45 degrees; (3) the Posflag is set **1118** to 1; (4) the slope of the filtered rotor position signal is determined to be positive; or (5) the Shutdown Flag is set **1114** to 1, then a determination **1120** is made whether the Posflag has a value greater than 0. If so, then the timer is decremented **1122**, the neural angle is reset **1124**, the PWM signal is set **1126** to a value of 0, and a determination **1128** is made whether the timer value equals 0. Otherwise, the determination **1128** of the timer value is directly made without performing the intervening operations **1122-1126**.

If the timer is determined **1128** to have a value of 0, then the Posflag is reset **1130** to a value of 0, the timer is reset **1132** to a value of 0, and a determination **1134** is made whether the Shutdown Flag has a value greater than 0. If the timer is determined **1128** to have a value different from 0, then the

determination **1134** is made whether the Shutdown Flag has a value greater than 0 without performing the intervening operations **1130** and **1132**.

If the Shutdown Flag is determined **1134** not to have a value greater than 0, then the algorithm is ended. Otherwise, the Posflag is set **1136** to a value of 1, the timer is set **1138** to a value of X, the Shutdown Flag is reset **1140**, the neural angle is reset **1142**, the slope of the filtered angle signal is set **1144** positive, and the algorithm is ended.

More generally, the sensor-less control algorithm illustrated in FIG. **11** uses the rotor position obtained from ANN **600** for estimating the motor's rotor position so as to determine whether the motor's phase winding should be conducting current or not. First a comparison is made as to whether the rotor is in the conduction angle region with respect to the stator pole. Positive torque can only be generated in the motor when its rotor is in the conduction angle region.

Algorithm **1100** controls conduction by using a flag. This flag is set and reset based on the determination of the rotor's angle. If ANN **600** estimates that the rotor position (θ) is less than the commutation angle, then the flag is reset. If the commutation angle has been reached, then the algorithm will set the flag. While the angle is less than the commutation angle and the flag is not set, algorithm **1100** will increment a timer and update the PWM duty cycle. The timer is used to determine the length of time the phase has been conducting.

A secondary operation is performed to determine whether the phase is conducting in the negative torque region. First, controller **802** digitally, filters the output of ANN **600** and then determines whether the slope of the filtered output is decreasing. If the angle appears to be decreasing then a shutdown flag is set.

Once the commutation angle is achieved, the position flag is set. The timer and duty cycle are no longer updated. Controller **802** will set the PWM duty cycle to zero and start decrementing the timer. The basis of the control is to equalize the time that the phase conducts with the time that it does not conduct. Thus, to produce positive torque, the phase is energized and a timer is incremented until the commutation angle is achieved. Thereafter, the negative torque region will be bypassed by withholding energization of the main phase winding for the same amount of time. The algorithm, as explained, works well if the motor has reached a constant speed, i.e., the amount of time for positive torque region conduction equals that needed to bypass the negative torque region.

To achieve highly satisfactory operation when the motor speed is changing, a secondary operation is performed to determine whether the rotor angle is in the positive or negative torque region. Depending on the training of ANN **600**, the estimation of the angle in the negative torque region should vary greatly from the estimation while in the positive torque region. An appropriate IIR filter may accomplish the signal processing required for the decision making task of shutdown.

Shutdown is used to correct for commutation error if the machine speed is not constant. The shutdown mechanism may be controlled via a shutdown flag. If the flag is set, algorithm **1100** will enter a special state wherein the PWM is turned off, sets the position flag for countdown, and adjusts the countdown timer to a special value. The special countdown value is much less than a normal conduction period timer value.

FIG. **12** illustrates the results achieved by simulating the application of algorithm **1100**, illustrated in FIG. **11**, to the sensor-less control system **800** illustrated in FIG. **8**. Referring to FIG. **12**, current conduction through the motor's main winding **902** starts just prior to entering the positive torque region and algorithm **1100** senses this condition and shuts the PWM off. The start of the positive torque region is denoted by rotor position 0 (zero). The current conduction produces a short, but significant, current pulse in the negative torque region having a duration that is directly proportional to the shutdown timer value used in the secondary operation, described above.

Whether setting the countdown normally due to the commutation angle being reached or whether in the special shutdown mode, the algorithm operation is the same. A value is placed in the countdown timer and the PWM is shut off. Algorithm **1100** then proceeds to decrement the timer. Once algorithm **1100** has completed its countdown, all the flags and controlling variables are reset, algorithm **1100** will begin to count up, and the whole process repeats.

FIG. **13** illustrates another sensor-less motor control algorithm **1300** for rotor angle estimation. Algorithm **1300** and **1100** similarly adjust a timer to bypass a motor's negative torque region. However, the basic premise of algorithm **1300** is to estimate the speed of the machine and adjust the timer just prior to countdown and PWM turn off. If the machine is speeding up, the timer will reflect this and algorithm **1300** should adjust the bypass countdown such that the time required to bypass is less. If the machine is slowing down, just the opposite should happen, algorithm **1300** should adjust the timer up to increase the amount of time required to bypass the negative torque generation region.

The time adjustment for the bypass region is accomplished by adding a second timer that counts the duration between resets of the position flag. The timer value at PWM shut off due to the commutation angle being reached is exactly twice what the bypass duration should be, thus the countdown can be set, at the commutation time, to have a value equal to half the value of the second timer. More simply stated, the bypass duration is set equal to half the amount of time controller **802** estimates for the combined durations of the conduction and non-conduction phases of operation.

Algorithm **1300** operates as follows. Controller **802** determines **1302** whether the angle estimated by ANN **600** is less than 45 degrees. ANN **600** produces an angle estimate of between 0-90 degrees. Rotor angle estimates of between 90 and 45 degrees indicate the region where the rotor pole has passed or is leaving the stator pole it was aligned with previously. A 45-degree estimate corresponds to the point where the rotor is equally far from its adjacent stator poles. The region indicated by an estimate of 45-0 degrees is where the rotor pole is closer to the stator pole it is approaching for a specified direction of rotation.

Accordingly, if ANN **600** estimates an angle that is less than 45 degrees, the motor is operating in the conduction region, that is, switch **1004** is to be turned on. If the rotor position obtained from ANN **600** is greater than 45 degrees, switch **1004** has to be turned off, if it is on, or has to remain off.

Controller **802** determines **1304** whether the position flag, Posflag, has a value of 0. This flag determines whether the motor is in the conduction (positive torque) region or not. If the position flag, Posflag, has a value of 0, a timer, Timer**1**, is incremented **1306**, If the position flag is not 0, algorithm **1300** proceeds to operation **1320**, discussed later. Timer**1** counts the conduction time during a conduction interval.

After Timer**1** is incremented **1306**, controller **802** calculates and sets **1308** the PWM duty cycle. Then, controller **802** obtains and filters **1310** an angle estimate provided by ANN **600**. Based on the filtered angle estimate, controller **802** determines **1312** whether the angle estimated by ANN **600** is

increasing or decreasing with respect to the previous angle that was obtained and filtered. If the filtered slope of the angle estimates is negative, the rotor is moving in the specified direction of rotation and approaching the next stator pole in the direction of rotation. If this slope is positive, the rotor pole is moving away from the stator pole it is supposed to approach in the direction of rotation. In other words, a positive slope means that ANN **600** is estimating increasing angles (opposite to the intended direction of rotation), instead of decreasing angles.

If controller **802** determines **1312** that the slope is less than 0 (decreasing angles), controller **802** sets **1314** the shutdown flag. If controller **802** determines **1312** that the slope is greater than 0, controller **802** proceeds to operation **1320**.

At operation **1320**, controller **802** determines **1320** whether Posflag has a value greater than 0. If so, which means its value is 1, Timer**1** is decremented **1322** (counting down Timer**1**, non-conduction period), the estimated angle provided by ANN **600** is reset or zeroed **1324**, the PWM is turned off **1326**, and program execution proceeds to operation **1328**. In operation **1326**, PWM=0 indicates that the PWM is turned off, which results in switch **1004** being turned off. Timer**1** is incremented during conduction and decremented during non-conduction of switch **1004**. If Posflag is determined **1320** not to have a value greater than 0, then program execution proceeds to operation **1328** without performing the intervening operations **1322-1326**.

In operation **1328**, controller **802** determines **1328** whether the value of Timer**1** is 0. If Timer**1**'s value is zero, controller **802** resets **1330** the value of Posflag, which makes its value 0, and resets Timer**1** **1332** and a flag called First **1333**. Timer**1** would be equal to zero if Timer**1** had been decremented to 0 (finished the conduction interval) or if operation **1354** set Timer**1** to be 0, when algorithm **1300** is called for the first time. The First flag indicates the first time sensor-less algorithm **1300** is called by controller **802**, that is, when the motor is turned on. Accordingly, resetting **1333** the value of First will only occur the first time algorithm **1300** is called.

Before proceeding further (to operation **1334**), consider the circumstance where controller **802** determines **1302** that the estimated rotor angle is not less than 45 degrees. Controller **802** determines **1316** whether the angle estimated by ANN **600** is greater than 45 degrees. If not, controller **802** determines that the motor has just been turned on or there is no voltage across, or current in, the windings and no angular position has been estimated by ANN **600**. However, if the rotor angle is estimated **1316** to be greater that 45 degrees, controller **802** sets **1318** the value of Posflag to 1, so the PWM remains off in the next cycle. Then, controller **802** determines **1350** whether the value of the First flag is less than 1. If so, which means its value is 0, controller **802** sets **1352** the value of FIRST to 1. Then, controller **802** sets **1354** the value of Timer**1** to be equal to half the value of Timer**2**, which calculates the total time for conduction (positive torque region) and non-conduction (switch **1004** is off to bypass the negative-torque region). Therefore, controller **802** sets **1354** Timer**1** to be half of Timer**2** under the premise that the conduction interval is equal to the non-conduction interval. Thereafter, controller **802** proceeds to operation **1320**, which is described above. If the estimated rotor angle was not determined **1316** to be greater than 45 degrees or the value of First flag was not determined **1350** to be less than 1, then the value of Timer**1** is set **1354** to half the value of Timer**2** without performing the intervening operations **1318** and **1350-1352** or **1352**, respectively.

Returning now to operation **1334**, if controller **802** determines **1328** that the value of TIMER**1** is not 0 or if controller has reset **1333** the value of First flag **1334**, then controller **802** determines **1334** whether the Shutdown flag was set in operation **1314**. If so, then controller **802** determined that the estimated angles provided by ANN **600** were decreasing. Therefore, if the angles are decreasing, then position flag Posflag is set **1336** to a value of 1 and Timer**1** is set **1338** to a time determined by controller **802**. Also, controller **802** resets **1340** the Shutdown Flag to a value of 0, the estimated angle provided by ANN **600** is cleared **1342**, and controller **802** sets **1344** the filter slope to a positive value in **1334**. Then, controller **802** increments **1346** the value of Timer**2**. If controller **802** determines **1334** that the Shutdown flag is not greater than 0, then Timer**2** is incremented **1346** without performing the intervening operations **1336-1344**.

Algorithm **1300** is set to run every 50 microseconds by controller **802**. Before algorithm **1300** is called for the first time, all the timers and flags are cleared or set to 0. As the motor runs, algorithm **1300** will determine the conduction intervals based on the position estimated by ANN **600** every 50 microseconds.

FIG. **14** illustrates the results achieved by simulating the application of algorithm **1300**, illustrated in FIG. **13**, to the sensor-less control system **800** illustrated in FIG. **8**. Referring to FIG. **14**, the simulation shows that the initial non-conduction period is too long. The countdown period was artificially adjusted to demonstrate the position error correcting capability of the algorithm. The PWM should initiate conduction almost 0.0005 seconds earlier in the second conduction period. To correct this error, the speed estimation is used to adjust the countdown timer. This timer's value is adjusted in consecutive conduction periods until the sensor-less conduction period matches the positive torque region. The flux-linkage estimation drives the neural network output for commutation angle derivation, as previously discussed. The speed estimation is used to correct error in the speed timers, which are used to determine the non-conduction duration.

As an alternative to commutating the current applied to the main winding **902** of motor **806** based on estimating the rotor-stator pole alignment with ANN **600**, the commutation may be based on an estimate of the winding's inductance. This approach is similar to that described for commutating the current based on the estimation of rotor position, in that both approaches use a flag to determine the region of conduction in conjunction with a timer so as to determine the lengths of time to conduct or not. However, with the latter approach, the method for setting or resetting this flag and thus commutating the current is based on an inductance estimate and not an estimate of rotor position provided by an ANN.

There are two methods by which inductance can be estimated: a two-point current sampling method and a flux-linkage divided by current method. Both methods are described below.

The two-point current sampling method relies upon the assumption that the switching period is sufficiently fast that the inductance is relatively constant during the on-period of the switch. Based on this assumption, the slope of the current during this time is directly proportional to the inductance of the phase and the inductance of the phase winding is related to the motor's rotor angle. Thus, if the inductance is calculated, the angle of the rotor can be predicted.

Two points are sampled from the phase current measurements. The two sample points should be obtained during the same conduction period of the switch to get a proper measurement. The method is viable across many speeds and current levels if the system can tolerate steady-state error in the current control.

Low-performance drives for appliances are the intended application. Also, this method is subject to signal noise. If noise is present in the sampled signals, it is difficult to determine the actual inductance signal. Thus, methods to accurately measure the winding current may be appropriate.

The flux-linkage method involves estimating the flux and then calculating the inductance via the relationship:

$$L = \frac{\lambda}{i},$$

where λ is the estimated flux linkage, i is the estimated current flowing through the main winding, and L is the inductance. From the relationship:

$$T = \frac{1}{2}\frac{dL}{d\theta}i^2,$$

where θ is the angle of rotor alignment with respect to the stator and T is the torque applied to the rotor, it may be determined that if the change in inductance is positive then the torque generation will also be positive. This principle is relied upon to accomplish a commutation scheme.

Accordingly, algorithms **1100** and **1300** could be modified to perform current commutation based on the above-described methods for estimating the inductance of the motor's winding, rather than estimating the motor's rotor position. As such, the estimated inductance would determine whether to set or reset the commutation flag in algorithms **1100** and **1300**.

FIG. **15** illustrates a sensor-less commutation algorithm **1500** for commutating current applied to a motor winding based on estimates of the winding's inductance. The premise of control in algorithm **1500** is similar to that for algorithms **1100** and **1300**. A flag controls the conduction region. A lookup table derived from FEA data is implemented and used to generate an inductance reference level. The first step is to select a reference level from the lookup table by which the estimated inductance is evaluated. The method of selection is based on a current reference level that can be either derived from the torque command or from the actual sensed current signal. When the estimated value exceeds the reference, the PWM signal should be terminated. Again a timer is used to determine the duration between the time that the PWM is shut off and when it should be reinitiated.

Since there is no inherent error correction in this method, if the inductance estimation is incorrect, the algorithm will produce incorrect commutation angles. This is due to the absolute scale values that are used for determining the time at which the PWM should be shut off. Other methods have to be used to correct for any inconsistencies in the estimation process.

Algorithm **1500** is implemented by controller **802** as follows. The inductance of the motor's main winding **902** is estimated **1502** based on estimates of the flux linkage and current flowing through main winding **902**. Based on the current estimate or an estimate of the torque applied to the rotor, an inductance reference value is selected **1504** from a lookup table. If an Indflag is determined **1506** to be greater than 0, then an Inderr value is calculated **1508** and a determination **1510** is made whether the calculated Inderr value exceeds 0. Otherwise, the determination **1510** is made whether the Inderr value exceeds 0 without performing the intervening operation of calculating **1508** the Inderr value.

If the Inderr value is determined **1510** to be greater than 0, then an Indflag is set **1512** and a determination **1514** is made whether the value of Inderr is 0. Otherwise, the determination **1514** is made whether the value of Inderr is 0 without performing the intervening operation of setting **1512** Indflag.

If the value of Inderr is determined **1514** to be 0, then the value of Indflag is cleared **1516** and a determination **1518** is made whether the value of Indflag is greater than 0. Otherwise, the determination **1518** of whether Indflag is greater than 0 is made without performing the intervening operation of clearing **1516** the value of Indflag.

If the value of Indflag is determined **1518** to be greater than D, then the value of I_ref is set **1520**, a timer value is incremented **1522**, a countdown value is cleared **1524**, and a determination **1526** is made whether the value of Indflag is 0. Otherwise, the determination **1526** is made whether the value of Indflag is 0 without performing the intervening operations **1520-1524**.

If the value of Indflag is determined to be 0, then the value of Countdown is set **1528** and a determination **1530** is made whether the value of Countdown is greater than 1. Otherwise, the determination **1530** is made whether the value of Countdown is greater than 1 without performing the intervening operation of setting **1528** the Countdown.

If the value of Countdown is determined **1530** to be greater than 1, then the value of I_ref is cleared **1532**, the Timer value is decremented **1534**, and a determination **1536** is made whether the Timer value is 0. Otherwise, the determination **1536** is made whether the Timer value is 0 without performing the intervening operations **1532** and **1534**.

If the Timer value is determined **1536** to be 0, then the Timer value is cleared **1538**, the Countdown value is cleared **1540**, the Indflag value is set **1542**, and the algorithm is discontinued. Otherwise, the algorithm is discontinued without performing the intervening operations **1538-1542**.

A method of adjusting the negative torque region using a timer that estimates the speed can be used for induction error correction in conjunction with algorithm **1500**. The induction estimation error should be consistent enough that the commutation angles happen at the same angle, but not necessarily at the correct angle. Thus, a timer, used to measure the duration between commutation angles, can be used to adjust the position error. The value in the countdown timer of algorithm **1500** can be adjusted up or down to correct any error that occurs during the positive torque region conduction time.

A significant difference between algorithm **1500** and algorithm **1300** is that algorithm **1500** uses an indication of the phase winding's inductance to determine positive torque and negative torque regions of the motor, instead of the rotor position (or angle). Referring back to FIG. **7**, it may be seen that the positive inductance slope region corresponds to the positive torque region and the negative inductance slope region corresponds to the negative torque region (or non-conduction interval). Where the inductance remains constant, no torque is generated even if main winding **902** is commutating. Therefore, if algorithm **1500** determines that the inductance is increasing **1510**, it will commutate current through main winding **902** by turning on switch **1004**. If a negative inductance slope is detected or a zero inductance slope is detected, controller **802** will stop commutating current through main winding **902**.

Inductance flag, IndFlag, will be set (IndFlag=1) if a positive inductance slope is detected **1510**. Operation **1518** determines whether IndFlag is 1 or 0. If the flag's value is greater than 0, then the rotor is in the conduction region and controller **802** will commute current through switch **1004**.

I_ref is the current reference (or commanded current) determined by controller **802**. Operation **1522** will increment the Timer and proceed. The Timer will count the conduction interval or the positive inductance slope interval.

If the inductance error from operation **1510** is less than 0, operation **1514** checks if the inductance error is equal to zero or not. If operation **1514** determines the error is not zero, program execution proceeds to operation **1518**. If the inductance error is determined **1514** to be 0, then the inductance estimated is less equal to the inductance reference **1504**. This means the inductance is constant at two different time intervals and, hence, the motor is operating in a zero torque region. This means that the rotor is completely aligned or unaligned with reference to the stator and the inductance flag is cleared or set to 0. This would result in algorithm **1500** proceeding to operation **1526** which sets the Countdown Flag (Countdown=1), which results in the controller **802** withholding conduction until the timer reaches 0. The Countdown flag will remain at a value of 1 until the Timer has decremented **1534** to 0, which occurs in operation **1536**. Hence, operation **1532** clears I_ref, which will result in non-conduction and switch **1004** being turned off. The Timer decrementing to 0 indicates the negative torque region or zero torque region and the negative torque interval lasting as long as the positive torque interval.

If the inductance error **1508** has a value less than 0, the IndFlag will remain at a value of 0 as it was set when algorithm **1500** ran for the first time or by operation **1540**. If the inductance flag has a value of 0, then the current reference I_ref will remain at a value of 0 and switch **1004** will remain off. If the Timer is decremented to 0, it is cleared/reset, the Countdown Flag is cleared/reset, and the inductance flag is set to 1 for the next cycle, which will result in algorithm **1500** checking for the positive inductance slope region again. If the Timer does not have a value of 0, algorithm **1500** ends and waits till the next time it is called.

FIG. **16** illustrates the results achieved by simulating the application of algorithm **1500**, illustrated in FIG. **15**, to the sensor-less control system **800** illustrated in FIG. **8**. In the simulation, the rotor's start angle was intentionally set so as not to coincide with the beginning of the conduction angle region. The start angle was set 20 degrees into the region, thus introducing significant error in the system. As may be determined from inspection of FIG. **16**, the inductance reference algorithm gives a very good indication of the commutation angle coupling the good inductance reference with an adjustment to the countdown timer, based on the measured time between commutation angles, an excellent correction of the induction error may be achieved.

Another sensor-less commutation control method employs an inductance slope method. This method calculates the inductance slope from a filtered, estimated value. When the slope of the filtered variable is near zero or negative, then a flag will be set to shutdown the PWM. All rules still apply with the use of timers to determine length of conduction/non-conduction periods. This method inherently has some error correction for commutation without any speed adjustment. Since an absolute scale is not used, the algorithm can correct position errors in the presence of estimation errors by using the general shape of the inductance.

FIG. **17** illustrates a method of implementing the algorithms illustrated in FIGS. **11**, **13**, and **15** via firmware in a microprocessor or digital signal processor of controller **802**. The processor firmware implements the algorithm calculations on a repetitive interrupt basis. Controlled automatically by the processor, an interrupt service routine can be written to sequentially control the current and speed loops while performing any necessary calculations, estimations, or decisions. The software routine calculates current commands based on current samples and adjusts a PWM duty cycle. The sensor-less algorithm determines whether that PWM is allowed to run or whether is should be turned off.

Referring now to FIG. **17**, controller **802**'s processor initializes **1702** the program variables for the start of motor operation and motor **806** is started **1704**. Execution proceeds to program label. THERE **1706** where program execution waits **1708** for a timed interrupt to occur. When the timed interrupt is determined **1710** to occur, program execution jumps **1712** to program label INT **1714**.

Upon jumping **1712** to label INT **1714**, program execution saves **1716** samples of the monitored parameters used to control the motor's operation. From these samples, a current control parameter is calculated **1718**, the flux-linkage may be calculated **1720**, the motor's estimated phase inductance or rotor-stator alignment is calculated **1722**, and one of the sensor-less algorithms **1100**, **1300**, or **1500** is executed. Thereafter, a determination **1726** is made whether to calculate the rotor's speed. If determination **1726** is affirmative, then the rotor's speed is calculated **1728** and program execution jumps **1730** to program label THERE **1706**. Otherwise, program execution jumps **1730** to program label THERE **1706** without calculating the rotor's rotational speed.

The foregoing description illustrates and describes the present invention. However, the disclosure shows and describes only the preferred embodiments of the invention, but it is to be understood that the invention is capable of use in various other combinations, modifications, and environments. Also, the invention is capable of change or modification, within the scope of the inventive concept, as expressed herein, that is commensurate with the above teachings and the skill or knowledge of one skilled in the relevant art.

The embodiments described herein are further intended to explain best modes known of practicing, the invention and to enable others skilled in the art to utilize the invention in these and other embodiments, with the various modifications that may be required by the particular applications or uses of the invention. Accordingly, the description is not intended to limit the invention to the form disclosed herein.

What is claimed is:

1. A method for controlling a motor, the method comprising:

(a) estimating the motor's region of operation;

(b) energizing a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque;

(c) determining whether the motoring torque region of operation has been errantly estimated;

(d) discontinuing the energization of the motor phase winding when the estimated motoring torque region of operation is determined to be errant; and

(e) repeating operations (a)-(d) to improve the synchronization between the initial energization of the motor phase winding for a phase cycle and the motor rotor's earliest position for receiving motoring torque in the phase cycle.

2. The method of claim **1**, further comprising, after achieving improved synchronization, withholding energization of the motor phase winding for a period substantially equal to that for which the phase winding is energized in the phase cycle.

3. A method for controlling a motor, the method comprising:

(a) estimating the motor's region of operation;

(b) energizing a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque;

(c) determining whether the motoring torque region of operation has been errantly estimated;

(d) discontinuing the energization of the motor phase winding when the estimated motoring torque region of operation is determined to be errant;

(e) revising the estimate of the motor's region of operation to reflect a regeneration region of operation when the estimated motoring torque region of operation is determined to be errant; and

(f) withholding energization of the phase winding during a period when the regeneration region of operation is estimated.

4. A method for controlling a motor, the method comprising:

(a) estimating the motor's region of operation;

(b) energizing a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque;

(c) determining whether the motoring torque region of operation has been errantly estimated;

(d) discontinuing the energization of the motor phase winding when the estimated motoring torque region of operation is determined to be errant;

(e) revising the estimate of the motor's region of operation to reflect a regeneration region of operation for the motor having a period that is half the period estimated for a combined motoring torque region of operation and regeneration region of operation; and

(f) withholding energization of the phase winding during a period when the regeneration region of operation is estimated.

5. A method for controlling a motor, the method comprising:

(a) estimating the motor's region of operation;

(b) energizing a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque;

(c) determining whether the motoring torque region of operation has been errantly estimated; and

(d) discontinuing the energization of the motor phase winding when the estimated motoring torque region of operation is determined to be errant, wherein

the motoring torque region of operation is determined to be errantly estimated if a negative change in estimates of the motor's flux-linkage or phase winding inductance occurs with time.

6. A method for controlling a motor, the method comprising:

(a) estimating the motor's region of operation;

(b) energizing a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque;

(c) determining whether the motoring torque region of operation has been errantly estimated; and

(d) discontinuing the energization of the motor phase winding when the estimated motoring torque region of operation is determined to be errant, wherein:

the motoring torque region of operation is determined to be errantly estimated if an estimate of the motor's flux-linkage or phase winding inductance exceeds a reference value corresponding to:

(i) an expected amount of current applied in the energization of the phase winding, or

(ii) a monitored indication of the current flowing through the phase winding.

7. A method for controlling a motor, the method comprising:

(a) estimating the motor's region of operation;

(b) energizing a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque;

(c) determining whether the motoring torque region of operation has been errantly estimated; and

(d) discontinuing the energization of the motor phase winding when the estimated motoring torque region of operation is determined to be errant, wherein

the motoring torque region of operation is determined to be errantly estimated if a change, with time, in estimates of the motor's rotor position with respect to the stator provides an indication that the motor's flux-linkage or phase winding inductance is decreasing.

8. A method for controlling a motor, the method comprising:

(a) estimating the motor's region of operation;

(b) energizing a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque;

(c) determining whether the motoring torque region of operation has been errantly estimated; and

(d) discontinuing the energization of the motor phase winding when the estimated motoring torque region of operation is determined to be errant, wherein

the determination of whether the motoring torque region of operation has been errantly estimated is based upon a comparison of: (1) a relationship between the energization applied to the motor phase winding and the motor's response to the applied energization and (2) an expected relationship between a particular energization applied to the motor phase winding and the motor's response to the particular energization for each of a plurality of different operating points defined by the motor's rotational speed, load, and operational environment.

9. The method of claim **8**, further comprising controlling the energization of a main phase winding of the motor, for each of the operating points, so as to realize the expected relationship between the particular energization control and the motor's response thereto.

10. A system for controlling a motor, the system comprising:

an estimation component that estimates the motor's region of operation;

an energization component that energizes a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque; and

a determination component that determines whether the motoring torque region of operation has been errantly estimated, wherein:

the energization component discontinues energizing the motor phase winding when the estimated motoring torque region of operation is determined to be errant, and

the system components cooperate through repeated estimates of the motor's region of operation to improve the synchronization between the initial energization of the motor phase winding for a phase cycle and the motor rotor's earliest position for receiving motoring torque in the phase cycle.

11. The system of claim **10**, wherein, after achieving improved synchronization, the system components cooperate to withhold energization of the motor phase winding for a

period substantially equal to that for which the phase winding is energized in the phase cycle.

12. A system for controlling a motor, the system comprising:

an estimation component that estimates the motor's region of operation;

an energization component that energizes a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque; and

a determination component that determines whether the motoring torque region of operation has been errantly estimated, wherein:

the energization component discontinues energizing the motor phase winding when the estimated motoring torque region of operation is determined to be errant, and

the system components cooperate to:

revise the estimate of the motor's region of operation to reflect a regeneration region of operation when the estimated motoring torque region of operation is determined to be errant; and

withhold energization of the phase winding during a period when the regeneration region of operation is estimated.

13. A system for controlling a motor, the system comprising:

an estimation component that estimates the motor's region of operation;

an energization component that energizes a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque; and

a determination component that determines whether the motoring torque region of operation has been errantly estimated, wherein:

the energization component discontinues energizing the motor phase winding when the estimated motoring torque region of operation is determined to be errant, and

the system components cooperate to:

revise the estimate of the motor's region of operation to reflect a regeneration region of operation for the motor having a period that is half the period estimated for a combined motoring torque region of operation and regeneration region of operation; and

withhold energization of the phase winding during a period when the regeneration region of operation is estimated.

14. A system for controlling a motor, the system comprising:

an estimation component that estimates the motor's region of operation;

an energization component that energizes a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque; and

a determination component that determines whether the motoring torque region of operation has been errantly estimated, wherein:

the energization component discontinues energizing the motor phase winding when the estimated motoring torque region of operation is determined to be errant, and

the motoring torque region of operation is determined to be errantly estimated if a negative change in estimates of the motor's flux-linkage or phase winding inductance occurs with time.

15. A system for controlling a motor, the system comprising:

an estimation component that estimates the motor's region of operation;

an energization component that energizes a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque; and

a determination component that determines whether the motoring torque region of operation has been errantly estimated, wherein:

the energization component discontinues energizing the motor phase winding when the estimated motoring torque region of operation is determined to be errant, and

the motoring torque region of operation is determined to be errantly estimated if an estimate of the motor's flux-linkage or phase winding inductance exceeds a reference value corresponding to:

(i) an expected amount of current applied in the energization of the phase winding, or

(ii) a monitored indication of the current flowing through the phase winding.

16. A system for controlling a motor, the system comprising:

an estimation component that estimates the motor's region of operation;

an energization component that energizes a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque; and

a determination component that determines whether the motoring torque region of operation has been errantly estimated, wherein:

the energization component discontinues energizing the motor phase winding when the estimated motoring torque region of operation is determined to be errant, and

the motoring torque region of operation is determined to be errantly estimated if a change, with time, in estimates of the motor's rotor position with respect to the stator provides an indication that the motor's flux-linkage or phase winding inductance is decreasing.

17. A system for controlling a motor, the system comprising:

an estimation component that estimates the motor's region of operation;

an energization component that energizes a phase winding of the motor when the region of operation is estimated to be a region for applying motoring torque; and

a determination component that determines whether the motoring torque region of operation has been errantly estimated, wherein:

the energization component discontinues energizing the motor phase winding when the estimated motoring torque region of operation is determined to be errant, and

determination of whether the motoring torque region of operation has been errantly estimated is based upon a comparison of: (1) a relationship between the energization applied to the motor phase winding and the motor's response to the applied energization and (2) an expected relationship between a particular energization applied to the motor phase winding and the motor's response to the particular energization for each of a plurality of different operating points defined by the motor's rotational speed, load, and operational environment.

18. The system of claim **17**, further comprising a control component that controls energization applied, by the energization component, to a main phase winding of the motor, for each of the operating points, to realize the expected relationship between the particular energization control and the motor's response thereto.

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